

NORTHERN PACIFIC R.R.

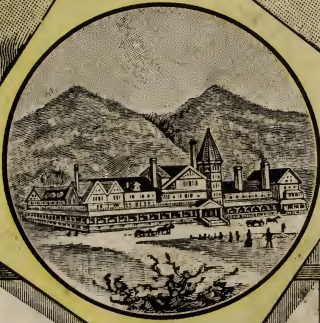
Yellowstone

F.

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no. 659



THE
YELLOWSTONE PARK ROUTE
TO MONTANA
AND PACIFIC COAST.

C. B. LAMBORN,
LAND COMMISSIONER,

P. B. GROAT,
GENERAL EMIGRATION AGENT.
ST. PAUL, MINN.

NORTHERN PACIFIC & MONTANA BRANCH.

	No. 7 Butte Passenger. Daily.	Mls.	STATIONS.	No. 8 Bozeman Pass. Daily.	
	5.58 a.m.	0	Lv. Bozeman Ar.	1.00 p.m.	
	6.55 "	24	Lv. Logan.....	11.59 a.m.	
	* 7.03 "	30	 Three Forks.....	11.50 "	
	7.23 a.m.	43	 Sappington.....	11.30 a.m.	
	Thur. only. { 3.45AM	53	Ar..... Harrison..... Lv.	6.25AM	Thur. only.
	{ 4.30AM	64	Ar..... Norris..... Lv.	4.40AM	
	{ 5.50AM	60	Ar..... Pony..... Lv.	6.00AM	
	8.00 a.m.	62	 Whitehall.....	10.54 a.m.	
	* 8.16 "	69	 Pipestone.....	* 10.38 "	
	* 9.04 "	85	 Homestake.....	* 9.56 "	
	9.30 "	93	 M. U. Transfer.....	9.30 "	
	9.40 a.m.	95	Ar..... Butte Lv.	9.20 a.m.	
	11.25 a.m.	121	Ar..... Anaconda Lv.	9.10 a.m.	
	11.20 a.m.	135	Ar..... Deer Lodge	7.27 a.m.	
	11.45 a.m.	146	Ar..... Garrison Lv.	7.05 a.m.	

HELENA & JEFFERSON COUNTY, AND HELENA, BOULDER VALLEY & BUTTE BRANCH.

Mixed.	No. 10 Passenger. Daily.	Mls.	STATIONS.	No. 9 Passenger. Daily.	Mixed.
	7.15 a.m.	.0	Lv. Helena Ar.	6.30 p.m.	
	7.40 "	4.9	Lv. Prickly Pear Junc. Ar.	6.00 "	
	7.44 "	6.2	 Childs.....	5.51 "	
	7.55 "	9.9	 Montana City.....	5.39 "	
	8.10 "	14.6	 Clancy.....	5.22 "	
	8.14 "	15.9	 Alhambra.....	5.17 "	
	8.20 "	17.9	 Hartwell.....	5.10 "	
	8.30 a.m.	20.4	Ar..... Jefferson.....Lv.	5.00 p.m.	
	Saturday only. 8.45 a.m.	22.2	 Corbin.....	9.10 a.m.	Saturday only.
	8.55 a.m.	24.9	Ar..... Wickes Lv.	9.00 a.m.	
	10.28 a.m.	33.4	 Amazon.....	3.57 p.m.	
	10.48 a.m.	37.4	 Boulder	3.57 p.m.	1.10 p.m.
	11.20 "	45.0	 Cataract.....	3.27 p.m.	12.40 "
	11.45 "	48.6	 Red Rock.....	3.20 "	12.15 "
	11.55 a.m.	50.4	Ar..... Calvin.....Lv.	2.00 p.m.	12.05 p.m.
	10.50 a.m.	37.4	Lv. Boulder Ar.	3.35 p.m.	
	11.05 a.m.	41.0	 Hot Springs.....	3.20 "	
	12.30 p.m.	58.0	Ar..... Elkhorn Lv.	2.00 p.m.	

MONTANA UNION RAILWAY.

	Butte Express. Daily.	Miles from Grsn	STATIONS.	Helena Express. Daily.	
	7.05 a.m.	0	Lv. Helena Ar.		
	7.27 "	10.9	Lv. Garrison Ar.	11.45 a.m.	
	7.42 "	17.0	 Deer Lodge	11.20 "	
	7.47 "	26.1	 Dempsey.....	11.07 "	
	8.17 a.m.	33.2	 Race Track.....	11.03 "	
			Ar. Stuart.....Lv.	10.40 a.m.	
	9.10 a.m.	41.6	Ar. Anaconda Lv.	9.55 a.m.	
	8.46 a.m.	44.4	Ar. Silver Bow Lv.	10.11 a.m.	
	9.05 a.m.	51.2	Ar. Butte City Lv.	9.55 a.m.	

HELENA & RED MOUNTAIN BRANCH.

	No. 101 Mixed. Mon. Wed. and Fri.	Mls.	STATIONS.	No. 102 Mixed. Mon. Wed. and Fri.	
	10.30 a.m.	.0	Lv. Helena Ar.	2.30 p.m.	
	10.47 "	3.7	 Hotel Broadwater.....	2.10 "	
	10.51 "	4.7	 Thermal Springs.....	2.05 "	
	11.05 "	7.2	 Wades.....	1.55 "	
	11.20 "	11.0	 Gold Bar.....	1.35 "	
	11.40 a.m.	14.1	 Moose Creek.....	1.15 "	
	12.01 p.m.	16.9	Ar. Rimini.....Lv.	1.00 p.m.	

HELENA & NORTHERN BRANCH.

	No. 7 Accom. Daily.	Mls.	STATIONS.	No. 8 Accom. Daily.	
	3.30 p.m.	0	Lv. Helena Ar.	9.30 a.m.	
	4.00 "	9.1	 Clough Junction.....	8.50 "	
	4.25 "	15.5	 Cruse.....	8.30 "	
	5.00 p.m.	21.5	Ar. Marysville Lv.	8.05 a.m.	

NOTE.—Where time is not shown opposite stations trains do not stop.

MISSOULA & BITTER ROOT VALLEY BRANCH.

All P. M. time is given in heavy figures; all A. M. time in light figures.

	Mixed. Daily.	Mls.	STATIONS.	Mixed. Daily.	
.....	3 30 p.m.	0	Lv.... Missoula Ar.	11.00 a.m.	.....
.....	3.42 "	4	 Bitter Root	10.40 "	.....
.....	4.03 "	11	 Lou Lou	10 15 "	.....
.....	4.30 "	20	 Florence	9.30 "	.....
.....	5.10 "	28	 Stevensville	8.55 "	.....
.....	5.45 "	35	 Victor	8.20 "	.....
.....	6.15 "	45	 Riverside	7.50 "	.....
.....	6.30 "	47	 Hamilton	7.45 "	.....
.....	7 30 p.m.	50	Ar.... Grantsdale Lv.	7.30 a.m.	.....

DRUMMOND & PHILIPSBURG BRANCH.

	Mixed. Daily.	Mls.	STATIONS.	Mixed. Daily.	Mixed. Daily.
.....	12.50 p.m.	.....	Lv.... Drummond Ar.	6.00 a.m.	.....
.....	1.05 "	2.9	 New Chicago	5.45 "	.....
.....	2.00 "	15.2	 Flint Spur	4.55 "	.....
.....	2.50 "	25.4	Ar.... Philipsburg	4.15 a.m.	4 30 p.m.
.....	3 30 p.m.	31.4	Ar.... Rumsey Lv.	4.00 p.m.	.....

DE SMET & CŒUR D'ALENE BRANCH.

	Mixed. Daily, Ex. Sun.	Express Daily, Ex. Sun.	Miles	STATIONS. Via Steamer from Mis- sion to Cœur d'Alene.	Express Daily, Ex. Sun.	Mixed. Daily, Ex. Sun.	
.....	.....	8.15 a.m.	0	Lv.... Helena Ar.	.....	.....	.....
.....	.....	8.40 "	125	Lv.... Missoula Ar.	5.35 p.m.	.....	.....
.....	.....	9 10 "	131	Lv.... De Smet Ar.	5.10 "	.....	.....
.....	.....	9 25 "	142	 Frenchtown	4.30 "	.....	.....
.....	.....	9 55 "	146	 Huson	3.55 "	.....	.....
.....	.....	11.00 a.m.	156	 Lothrop	3.05 "	.....	.....
.....	.....	12.10 p.m.	173	 Rivulet	1.47 "	.....	.....
.....	.....	1.05 "	189	 Iron Mountain	12 10 p.m.	.....	.....
.....	.....	1.48 "	195	 Spring Gulch	11 47 a.m.	.....	.....
.....	.....	3.25 "	205	 St. Regis	11.05 "	.....	.....
.....	.....	5.30 "	227	 Saltese	9.30 "	.....	.....
.....	.....	6.00 p.m.	253	 Mullan	7.30 "	.....	.....
.....	8.30 a.m.	.....	259	Ar.... Wallace Lv.	7.00 a.m.	Ar. 2.00 PM	.....
.....	.....	.....	266	Ar.... Burke Ar.	.....	.....	.....
.....	8.55 a.m.	.....	264	Ar.... Osborn Lv.	.....	1.35 p.m.	.....
.....	9.30 "	.....	270	 Wardner Jct Ar.	.....	1 00 "	.....
.....	10.15 "	.....	279	 Kingston.....	.....	12.05 p.m.	.....
.....	10.50 a.m.	.....	284	Ar.... Mission Lv.	.....	11.20 a.m.	.....
.....	.....	.....	284	Lv.... Mission Ar.	.....	.....	.....
.....	11.30 a.m.	.....	334	Lv.... Cœur d'Alene Ar.	.....	11.10 p.m.	.....
.....	9.10 "	.....	343	 Post Falls.....	.....	5.35 "	.....
.....	9.25 "	.....	350	 Hauser Jct......	.....	5.15 "	.....
.....	10.10 a.m.	.....	371	Ar.... Spokane Lv.	.....	4.30 p.m.	.....

Mixed train leaves Wallace 4.15 PM., Gem 4.35 PM.,
arrives Burke 5.10 PM Daily.Mixed train leaves Burke 5.55 PM., Gem 6.15 PM.,
arrives Wallace 6.45 PM Daily.**SPOKANE & PALOUSE BRANCH.**

	Mixed. Ex. Sun.	No. 9 Pass. Daily.	Mls.	STATIONS.	No. 10 Pass. Daily.	Mixed. Ex. Sun.	
.....	.....	9.00 a.m.	0	Lv.... Spokane Ar.	1 40 p.m.	.....	.....
.....	.....	9 25 "	9	 Marshall Junction	1.15 "	.....	.....
.....	.....	9 55 "	20	 Spangle	12.50 "	.....	.....
.....	.....	10.40 "	35	 Rosalia	12.10 p.m.	.....	.....
.....	.....	11.10 "	46	 Oakesdale	11.45 a.m.	.....	.....
.....	9.30 a.m.	11.25 "	52	Ar.... Belmont Lv.	11.25 "	12.55 p.m.	.....
.....	9.55 a.m.	11.55 "	57	Ar.... Farmington ..Lv.	10 50 "	12.30 p.m.	.....
.....	.....	11.45 a.m.	58	 Garfield	11.05 "	.....	.....
.....	.....	12.15 p.m.	68	 Palouse	10.40 "	.....	.....
.....	.....	12.33 "	74	 Fallons	10.20 "	.....	.....
.....	.....	12.45 "	79	 Whelan	10.05 "	.....	.....
.....	4.25 p.m.	1.00 p.m.	84	Ar.... Pullman Lv.	9.50 a.m.	9.35 a.m.	.....
.....	4.55 p.m.	.....	91	 Staley.....	.....	8.55 "	.....
.....	5.55 "	.....	101	 Colton.....	.....	8.00 "	.....
.....	6.05 "	.....	103	 Uniontown.....	.....	7.45 "	.....
.....	6.35 p.m.	.....	113	Ar.... Genesee Lv.	.....	7.00 a.m.	.....
.....	.....	2.00 p.m.	94	 Moscow	9.15 a.m.	.....	.....
.....	.....	2.50 "	108	 Vollmer	8.25 "	.....	.....
.....	.....	3.35 "	120	 Kendrick	7.45 "	.....	.....
.....	.....	3.50 p.m.	121	Ar.... Julietta Lv.	7.30 a.m.	.....	.....

Via Stage line from Uniontown to Lewiston. Fare \$1.00.

CENTRAL WASHINGTON BRANCH.

	Pass. Ex. Sun.	Mls.	STATIONS.	Pass. Ex. Sun.	
5.10 a.m.	8.05 a.m.	.0	Lv.... Spokane Ar.	2 15 p.m.	.....
6 20 a.m.	9.20 "	16.0	 Cheney	1 10 "	.....
.....	9.55 "	26.4	 Medical Lake	12.25 "	.....
.....	10.15 "	31.5	 Deep Creek	12.10 p.m.	.....
.....	10.50 "	42.4	 Reardan	11.55 a.m.	.....
.....	11.40 a.m.	57.3	 Davenport	10.35 "	.....
.....	1 55 p.m.	87.8	 Wilbur	8.30 "	.....
.....	2 35 "	103.1	 Almira	7.50 "	.....
.....	3 40 p.m.	124.0	Ar.... Coulee City ..Lv.	6.45 a.m.	.....

NOTE.—Where time is not shown opposite stations trains do not stop.

SPOKANE BRANCH.

	Mls.	STATIONS.	
.....	0	Lv..... Spokane Ar	.....
.....	21	Ar....Medical Lake....Lv	.....
.....	43	Omans.....	.....
.....	50	 Davenport.....	.....

NORTHERN PACIFIC & CASCADE BRANCH.

Mixed. Ex. Sun.	Accom. Daily.	Miles	STATIONS.	Accom. Daily.	Mixed. Ex. Sun.
.....	\$ 4.20 p.m.	0.0	Lv..... Tacoma Ar.	9.45 a.m.	.....
6.30 a.m.	5.10 p.m.	20.7	Crocker.....	8.48 a.m.	7.40 a.m.
7.00 a.m.	.....	26.0	Ar.....Douty.....Lv.	.....	7.10 a.m.
.....	5.30 p.m.	26.5	Ar. .. Cascade Jct. ...Lv.	8.33 a.m.	.....
.....	5.35 p.m.	28.2	Ar.....Burnett.....Lv.	8.25 a.m.	.....
.....	6.00 p.m.	31.6	Wilkeson.....	7.58 a.m.	.....
.....	6.15 p.m.	34.3	Ar..... Carbonado ...Lv.	7.45 a.m.	.....

TACOMA, ORTING & SOUTHEASTERN BRANCH.

	Accom. Ex. Sun.	Mls.	STATIONS.	Accom. Ex. Sun.
.....	8.15 a.m.	0	Lv..... Orting Ar.	10.00 a.m.
.....	8.30 "	3	Fisk.....	9.45 "
.....	8.50 "	6	Cross.....	9.25 "
.....	9.00 a.m.	7	Ar... Puyallup River ..Lv.	9.15 a.m.

WALLA WALLA, DAYTON, PENDLETON & ATHENA LINE.**Washington & Columbia River
Railway.**

No.4 Ex. Sun.	No.2 Exp Dal- ly.	Mls.	STATIONS.	No.1 Exp Dal- ly.	No.3 Ex. Sun.
A. M.	P. M.			A. M.	P. M.
10.15	\$1220	0	Lv HUNT'S JC. Ar	10.00	6.30
11.15	1.05	17	Adkins.....	9.07	5.20
11.33	1.20	22	Eureka Junc..	8.55	5.00
.....	9.15	27	Lv.....Lee.....Ar	.....	12.58
.....	9.45	30	Elwood.....	.....	12.45
.....	10.10	34	Clyde.....	.....	12.25
.....	11.15	42	Ar Pleasant View Lv	.....	11.30
11.56	1.37	29	Lv Riverside Ar	8.44	4.35
12.12	1.50	33	Climax.....	8.33	4.17
12.31	2.05	39	Rulo.....	8.20	3.56
12.51	2.25	44	Dry Creek...	8.06	3.35
1.03	2.38	48	Waterloo....	7.58	3.22
1.12	2.38	50	Collis.....	7.52	3.12
1.25	3.00	53	WALLA WALLA..	7.45	3.00
.....	4.35	77	WAITSBURG...	5.57	.....
.....	5.05	87	Ar...DAYTON..Lv	\$5.30	.....

**Washington & Columbia River
Railway.**

No.11 Mxd	No.1 Mxd D'ly	Mls.	STATIONS.	No.2 Mxd D'ly	No. 12. Mxd
P. M.	P. M.			A. M.	
12.20	\$1220	0	Lv.HUNT'S JC. Ar	9.30	.....
1.05	1.05	11	Canon.....	8.58	.....
1.25	1.25	16	Vansycle.....	8.38	.....
1.35	1.35	18	Stanton.....	8.25	.....
1.50	1.50	19	Ar. K. Junc. Lv	8.15	.....
2.03	.....	23	Hillsdale...	3.55	.....
2.12	.....	25	Grand View..	3.45	.....
2.22	.....	28	Waterman....	3.35	.....
2.50	.....	33	Ar...ATHENA..Lv	3.10	.....
4.25	2.05	23	Lv...Helix...Ar	8.00	.....
4.40	2.20	28	Warren.....	7.20	.....
5.00	2.40	33	Fulton.....	7.00	.....
5.25	3.05	40	Ar..Pendleton..Lv	\$6.30	.....
P. M.	P. M.			A. M.	

x Daily Ex. Wednesday. o Wednesday only.

PORTLAND & SAN FRANCISCO LINE.

West-bound passengers via the Cascade Division and Tacoma make connection at Portland with the Southern Pacific Co. for San Francisco and all points south.

SOUTH.			EAST SIDE.			NORTH.		
Mail.	Mail.	Mls	STATIONS.			Mail.	Mail.	
\$ 8.30 a.m.	\$ 6.15 p.m.	0	Lv..... Portland Ar.	\$ 8.20 a.m.	\$ 4.30 p.m.			
9.31 "	7.16 "	15	Oregon City.....	7.19 "	3.29 "			
10.05 "	7.53 "	27	Aurora.....	6.43 "	2.50 "			
10.32 "	8.17 "	35	Woodburn.....	6.21 "	2.23 "			
11.17 a.m.	9.06 "	52	Salem.....	5.39 "	1.40 "			
12.45 p.m.	10.23 p.m.	79	Albany.....	\$ 4.25 a.m.	\$12.30 p.m.			
.....	† 2.09 p.m.	92	Lebanon.....	.....	† 9.30 a.m.			
1.28 p.m.	\$10.58 p.m.	97	Halsey.....	3.46 a.m.	11.28 a.m.			
1.49 "	11.16 p.m.	105	Harrisburg.....	3.29 "	11.07 "			
2.30 "	12.07 a.m.	123	Eugene.....	2.44 a.m.	10.26 "			
5.08 "	.....	181	Oakland.....	.....	7.42 "			
5.50 p.m.	3.20 "	197	Roseburg.....	11.30 p.m.	\$ 7.00 a.m.			
.....	8.35 "	296	Grant's Pass.....	6.25 "	.....			
.....	9.48 "	329	Medford.....	5.05 "	.....			
.....	11.10 "	341	Ar.....Ashland.....Lv.	4.40 "	.....			
.....	6.45 "	682	Ar.....Sacramento...Lv.	10.30 "	.....			
.....	10.45 a.m.	772	Ar...San Francisco...Lv.	\$ 7.00 p.m.	.....			
SOUTH.			WEST SIDE.			NORTH.		
Express.	Mail.	Mls	STATIONS.			Mail.	Express.	
4.40 p.m.	† 7.30 a.m.	0	Lv..... Portland Ar.	5.35 p.m.	8.25 a.m.			
6.20 "	9.10 "	26	Forest Grove.....	4.07 "	6.53 "			
7.25 p.m.	10.15 "	50	McMinnville.....	3.01 "	† 5.50 a.m.			
.....	11.18 a.m.	76	Independence.....	1.54 "	.....			
.....	12.15 p.m.	97	Ar..... Corvallis Lv.	† 1.00 p.m.	.....			

\$ Daily. † Daily except Sunday.

Pullman Buffet Sleepers and Excursion Sleepers run daily.

NOTE.—Where time is not shown opposite stations trains do not stop.

VALUABLE INFORMATION.

STOP-OVER CHECKS, subject to special rules, will be issued, when desired, good for 15 days from date of issue, to holders of regular first-class unlimited tickets. On such tourist tickets as permit stop-over, the limit of fifteen days will not apply, limit on stop-over check in such cases being governed by the transit limit of the tickets. (For stop-over apply to conductor.)

TEN-DAY STOP-OVER PRIVILEGES are given on second-class North Pacific Coast Tickets at Spokane, or points west thereof, on the N. P. R. R. to which second-class rates are quoted, thus affording the intending settler whose ticket reads via the Cascade Division an opportunity to see the central and western portion of Washington, and such important towns as Spokane, Cheney, Sprague, Ritzville, North Yakima, Ellensburg, Tacoma, Chehalis, Tenino, and Winlock, without incurring the expense of paying local fares from point to point. Passengers desiring to avail themselves of this privilege must, however, check their baggage to destination of ticket, as under no circumstances are agents allowed to check baggage short of final destination.

1,000 MILE TICKETS, good on all lines east of Montana, and south of the International Boundary line of Manitoba, at 2 1-2 cents per mile, are on sale at all principal points on Nor. Pac. R. R. east of Montana. In Manitoba mileage is good only on main line, where sufficient mileage will be detached to equal the local rate.

1,000 MILE TICKETS, good on main line and branches of N. P. R. R. in Montana, and on Montana Union Ry., at 4 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Staples, Ashland, Brainerd, Crookston, Grand Forks, Fargo, Jamestown, Bismarck, Mandan, Dickinson, Spokane, also other Minnesota and Dakota points and all principal points in Montana.

3,000 MILE TICKETS, good on all main line and branches of the N. P. R. R., except in Manitoba, where it is good only on main line, and there sufficient mileage will be detached to equal the local rate. It is also good on the St. Paul & Duluth R. R.; Montana Union Ry.; Wash. & Columbia River Ry.; Seattle, Lake Shore & Eastern Ry.; Puget Sound & Alaska S. S. Co.; Port Townsend Southern R. R., between Olympia and Tenino, and Seattle & Northern Ry., at 2 1-2 cents per mile; on sale at all important stations on the Northern Pacific R. R., also Puget Sound & Alaska S. S. Co., and W. & C. R. Ry.

CHILDREN over 5 years and under 12 years, half-fare; under 5 years free, when accompanied by parents or guardians.

BAGGAGE REGULATIONS.—150 pounds of baggage are carried free on each full ticket, 75 pounds on each half-fare ticket between all points on and via the Northern Pacific R. R. and its Western connections. No single piece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances. The charge for excess baggage is 12 per cent. of lowest first-class rate.

EXCESS BAGGAGE MONEY BOOKS are on sale at all principal points on the Northern Pacific R. R.; \$30 and \$15 books are sold at 80 per cent. of their face value.

THE DAY COACHES run on this line are first class, and the finest manufactured by the Pullman Car Co.

SECOND-CLASS PASSENGERS who do not desire to use the Pullman Tourist or second-class Sleeper, ride in good, comfortable coaches, on the same train with first-class passengers.

GENERAL AND DISTRICT PASSENGER AGENTS.

WM. N. MEARS,	District Pass'r Agent ..	15 State St., Boston, Mass.
THOS. HENRY,	"	128 St. James St., Montreal, Quebec.
J. H. ROGERS, JR.,	"	47 South 3d St., Philadelphia, Pa.
L. L. BILINGSLEA, Trav'g	"	47 South 3d St., Philadelphia, Pa.
WM. G. MASON, District	"	44 Exchange St., Buffalo, N. Y.
JNO. E. TURNER,	"	42 Jackson Place, Indianapolis, Ind.
W. H. WHITAKER,	"	153 Jefferson Ave., Detroit, Mich.
P. H. NOEL,	"	104 N. 4th St., St. Louis, Mo.
J. J. FERRY,	"	32 Carew Building, Cincinnati, Ohio.
C. G. LEMMON,	"	210 So. Clark St., Chicago, Ill.
O. VANDERBILT,	"	403 Locust St., Des Moines, Iowa.
C. E. JOHNSON,	"	St. Paul, Minn.
T. S. PATTY,	"	Read Hotel, Chattanooga, Tenn.
JNO. N. ROBINSON,	"	99 Wisconsin St., Milwaukee, Wis.
F. O'NEILL,	"	121 First St., cor. Washington, Portland, Ore.
E. L. RAYBURN, Traveling	"	121 First St., cor. Washington, Portland, Ore.
GEO. R. FITCH, General Eastern Agent	.....	319 Broadway, New York.
F. H. FOGARTY, General Agent	.....	210 South Clark St., Chicago.
H. SWINFORD, Gen'l Agent	.....	Depot Building, Water St., Winnipeg, Man.
F. C. JACKSON, Ass't General Agent	.....	West Superior, Wis.
R. A. EVA, General Agent	.....	Duluth, Minn.
A. D. EDGAR, General Agent	.....	Cor. Main and Grand Sts., Helena, Mont.
W. M. TUOHY, General Agent	.....	23 E. Broadway, Butte City, Mont.
A. TINLING, General Agent	.....	Spokane, Wash.
G. G. CHANDLER, General Agent	.....	621 Pacific Ave., Tacoma, Wash.
I. A. NADEAU, General Agent	.....	Seattle, Wash.
T. K. STATELER, Gen'l Agent Pass'r Dep't.	.....	638 Market St., San Francisco, Cal.
F. E. FOSTER, Freight and Passenger Agent	.....	Ashland, Wis.
A. D. CHARLTON, Ass't General Pass'r Agent	.....	121 First St., Portland, Ore.
B. N. AUSTIN, Ass't General Pass'r Agent	.....	St. Paul, Minn.
A. L. CRAIG, Ass't General Ticket Agent	.....	St. Paul, Minn.
CHAS. S. FEE, General Passenger and Ticket Agent	.....	St. Paul, Minn.
J. M. HANNAFORD, General Traffic Manager	.....	St. Paul, Minn.
SUTTON & CO., General European Agents	.....	22 Golden Lane, London, E. C., Eng.

FIRST-CLASS
DINING CAR SERVICE.

ALL MEALS 75C. EACH.



THROUGH
Vestibuled Pullman Sleepers

FROM
ST. PAUL AND MINNEAPOLIS
DAILY

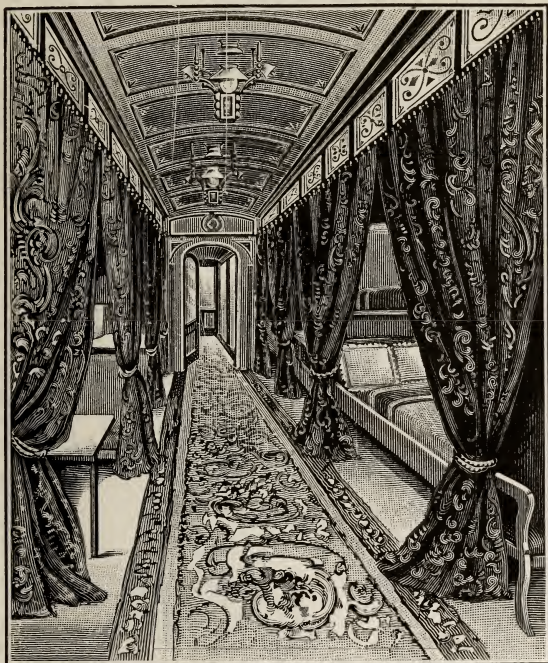
VIA THE **NORTHERN PACIFIC R. R.**

TO ALL POINTS WEST, INCLUDING
FARGO, HELENA, BUTTE, SPOKANE,
TACOMA, SEATTLE,
AND
PORTLAND.

PULLMAN TOURIST SLEEPERS

On Express Trains are offered to holders of

SECOND-CLASS TICKETS



THE NORTHERN PACIFIC R. R.

RUNS

PULLMAN TOURIST SLEEPERS

BETWEEN

**ST. PAUL, MINNEAPOLIS AND FARGO,
HELENA, BUTTE, SPOKANE, SEATTLE,
TACOMA, AND PORTLAND.**

These cars, as operated by the Pullman Company, are upholstered in leather, fitted up complete with mattresses, pillows, blankets, clean bed linen, curtains, and carpet in the aisles. The toilet rooms are fitted with wash stands, towels, soap, combs, brushes, etc., requiring nothing to be furnished by the passenger. A uniformed colored porter, with each Pullman car, is charged with the sole duty of looking after the comfort of our patrons using these accommodations. A **double berth** in these cars will accommodate **two** persons comfortably. The following are the rates for a double berth, whether occupied by one or two persons, to some of the principal points:

ST. PAUL OR MINNEAPOLIS TO

Livingston.....	\$3.00	Cheney	\$4.50	Ellensburg	\$4.50
Bozeman	3.00	Sprague	4.50	Seattle.....	5.00
Helena	3.00	Ritzville.....	4.50	Tacoma	5.00
Missoula	3.50	No. Yakima.....	4.50	Portland	5.00
Spokane	4.00				

NORTHERN PACIFIC
Steamship Company

THE JAPAN
AND CHINA

LINE FROM TACOMA.

A STRICTLY
AMERICAN LINE OF STEAMSHIPS
OPERATED IN CONNECTION WITH THE
Northern Pacific Railroad.

The Steamers will sail from TACOMA for YOKOHAMA, JAPAN; HONG KONG, CHINA, and intermediate ports, as follows:

Steamer.	Leave Tacoma.	Arrive Yokohama.	Arrive Hong Kong
"VICTORIA,"	Feb. 28, 1894.	March 16, 1894.	March 25, 1894
"TACOMA,"	April 4, 1894.	April 20, 1894.	April 29, 1894
"MOGUL,"	April 25, 1894.	May 11, 1894.	May 20, 1894
"VICTORIA."	May 15, 1894.	May 31, 1894.	June 9, 1894

The Steamers on the return trip arrive at Tacoma, Wash., February 18, March 25, April 15, and May 6, 1894.

For cabin plans, accommodations, etc., apply to any of the general agents, or district passenger agents of the Northern Pacific R. R.

Connections and through tickets to all local points in Japan and China.

Rates via this line are lower than via any other route, and the service, accommodations, and table are unsurpassed.

DODWELL, CARLILL & CO.,

GENERAL AGENTS,

TACOMA, WASH., U. S. A.,

HONG KONG, CHINA; YOKOHAMA, JAPAN.



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Arrangement of Through Car Service.

WEST-BOUND.

TRAIN No. 1—"PACIFIC MAIL," via Helena, leaves St. Paul at 4.15 p. m., Minneapolis at 4.50 p. m. daily.

Vestibuled Pullman Palace Sleeping Car St. Paul to Portland, via Helena, Spokane, and Tacoma.

Vestibuled Pullman Palace Sleeping Car St. Paul to Seattle, via Logan, Butte, Garrison, and Spokane.

Pullman Sleeping Car Duluth and West Superior to Staples, continued on No. 7 to Fargo.

Pullman Tourist Sleeping Car St. Paul to Portland, via Helena, Spokane, and Tacoma.

Pullman Tourist Sleeping Car St. Paul to Seattle, via Logan, Butte, Garrison, and Spokane.

Vestibuled Dining Car St. Paul to Portland, via Helena, Spokane, and Tacoma.

First and Second Class Day Coaches St. Paul to Portland, via Helena, Spokane, and Tacoma. Connection at Bozeman for Butte, also at Jamestown, with James River Valley and Jamestown & Northern branches, and at Pasco Junction for Wash. & Col. River Railway points.

TRAIN No. 5—"FARGO LOCAL," via Brainerd, leaves St. Paul at 9.00 a. m., Minneapolis at 9.30 a. m. daily except Sunday.

First and Second Class Day Coaches St. Paul and Minneapolis to Fargo.

TRAIN No. 7—"DAKOTA AND MANITOBA NIGHT EXPRESS," leaving St. Paul at 8.00 p. m., Minneapolis at 8.40 p. m. daily, via Little Falls and Staples.

Pullman Palace Sleeping Car St. Paul to Staples, Glyndon, Moorhead, Fargo, Fergus Falls, Wahpeton, Crookston, Grand Forks, Grafton, and Winnipeg. Duluth Sleeper from No. 11 taken at Staples to Fargo.

Northern Pacific Palace Dining Car Winnipeg Junction to Pembina.

First and Second Class Coaches St. Paul to Staples, Grand Forks, Grafton, Winnipeg, Glyndon, Moorhead, Fargo, Casselton, Jamestown, and intermediate points, and connecting at Fargo with Fargo & Southwestern, and at Sanborn with Sanborn, Cooperstown & Turtle Mountain Branch.

Train No. 7 does not run between Fargo and Jamestown on Sunday.

TRAIN No. 11—"PACIFIC MAIL," leaving Duluth daily at 8.45 p. m.

First and Second Class Day Coaches Duluth & West Superior to Brainerd and Staples, and Pullman Sleeper Duluth to Staples. Pullman Sleeper goes forward on No. 7.

This train connects at Staples with train No. 1, "The Pacific Mail."

TRAIN No. 1—LAKE SUPERIOR DIVISION, leaving Ashland at 8.15 a. m. daily, arriving at Duluth 11.10 a. m.

Through Pullman Palace Sleeping Cars and First and Second Class Day Coaches Chicago to Duluth, via Wisconsin Central Lines Chicago to Ashland.

EAST-BOUND.

TRAIN No. 2—"ATLANTIC MAIL," via Helena, leaves Portland at 5.00 p. m., Tacoma 11.10 p. m., and Seattle 10.20 p. m. daily.

Vestibuled Pullman Palace Sleeping Car Portland to St. Paul, via Tacoma, Spokane, and Helena.

Vestibuled Pullman Palace Sleeping Car Seattle to St. Paul, via Spokane, Garrison, Butte, and Logan.

Pullman Tourist Sleeping Car Portland to St. Paul, via Tacoma, Spokane, and Helena.

Pullman Tourist Sleeping Car Seattle to St. Paul, via Spokane, Garrison, Butte, and Logan.

Vestibuled Dining Car Portland to St. Paul, via Tacoma, Spokane, and Helena.

Northern Pacific First and Second Class Day Coaches Portland to St. Paul, via Tacoma, Spokane, and Helena. Connection at Garrison for Butte, also at Pasco Junction for Wash. & Col. River Railway Points.

TRAIN No. 6—"MINNEAPOLIS AND ST. PAUL LOCAL," leaving Fargo at 7.50 a. m. daily except Sunday.

First and Second Class Day Coaches Fargo to Minneapolis and St. Paul, via Brainerd.

TRAIN No. 8—"DULUTH, MINNEAPOLIS, AND ST. PAUL EXPRESS," leaving Wahpeton, 7.30 p. m., Jamestown, 5.00 p. m.; Fargo, 9.40 p. m.; Winnipeg at 12.15 p. m. daily.

Pullman Palace Sleeping Car from Fargo, Moorhead, Glyndon, Wahpeton, Fergus Falls, Winnipeg, Grafton, Grand Forks, and Crookston to St. Paul, Minneapolis, West Superior, and Duluth.

Dining Car Pembina to Winnipeg Junction.

First and Second Class Coaches to St. Paul from Winnipeg, Jamestown, and all intermediate points.

Train No. 8 does not run between Jamestown and Fargo on Sunday.

TRAIN No. 18—"ATLANTIC MAIL," leaving Staples at 2.30 a. m.

First and Second Class Coaches and Pullman Sleeper to W. Superior and Duluth. This train connects at Staples with Nos. 2 and 8.

TRAIN No. 2—LAKE SUPERIOR DIVISION, leaving Duluth at 4.05 p. m. daily, arriving at Ashland at 6.55 p. m.

Through Pullman Palace Sleeping Car and First and Second Class Coaches Duluth to Chicago, via Wisconsin Central Lines Ashland to Chicago.

CALENDAR TIME CARD

OF

THROUGH TRAINS

WEST-BOUND.

TRAIN NO. 1, THE PACIFIC MAIL.—DAILY.

LEAVE	ARRIVE	ARRIVE	ARRIVE
ST. PAUL 4.15 p.m.	LIVINGSTON 4.10 a.m.	HELENA 9.25 a.m.	TACOMA 3.30 p.m.
MINNEAPOLIS 4.50 p.m.		BUTTE 9.40 a.m.	SEATTLE 4.35 p.m.
DULUTH 3.45 p.m.		SPOKANE 11.25 p.m.	PORTLAND 9.45 p.m.
Monday	Wednesday	Wednesday	Thursday
Tuesday	Thursday	Thursday	Friday
Wednesday	Friday	Friday	Saturday
Thursday	Saturday	Saturday	Sunday
Friday	Sunday	Sunday	Monday
Saturday	Monday	Monday	Tuesday
Sunday	Tuesday	Tuesday	Wednesday

EAST-BOUND.

TRAIN NO. 2, THE ATLANTIC MAIL.—DAILY.

LEAVE	ARRIVE	LEAVE	ARRIVE
PORTLAND 5.00 p.m.	SPOKANE 3.55 p.m.	MISSOULA 4.00 a.m.	DULUTH 7.55 a.m.
TACOMA 11.10 p.m.		HELENA 9.25 a.m.	MINNEAPOLIS 6.25 a.m.
SEATTLE 10.20 p.m.		BUTTE 9.20 a.m.	ST. PAUL 7.00 a.m.
Sunday	Monday	Tuesday	Thursday
Monday	Tuesday	Wednesday	Friday
Tuesday	Wednesday	Thursday	Saturday
Wednesday	Thursday	Friday	Sunday
Thursday	Friday	Saturday	Monday
Friday	Saturday	Sunday	Tuesday
Saturday	Sunday	Monday	Wednesday

THROUGH

Vestibuled Pullman Palace Sleepers

And Pullman Tourist Sleepers (Upholstered)

RUN ON THE ABOVE NORTHERN PACIFIC
TRAINS.

St. Paul, Minneapolis, Tacoma and Portland Line

WESTWARD.				Dist. from St. Paul.	STATIONS.	EASTWARD.			
11	7	5	1			2	6	8	12
Mixed Daily Ex. Sun.	Dakota Exp. Daily.	Fargo Local Ex. Sun.	Pacific Mail Daily			Atlantic Mail Daily.	M&St.P Local Ex. Sun.	M&St.P Exp. Daily.	Mixed Daily Ex. Sun.
	P.M.	A.M.	P.M.		(“Central” time.)	A.M.	P.M.	A.M.	
8.00	9.00	4.15	...	...	Lv. St. Paul. Ar.	7.00	6.20	7.35	...
8.40	9.30	4.50	11	11	Lv. Minneapolis. Ar.	6.25	5.45	7.05	...
8.55	9.45	5.05	14	14	Northtown Junction.	6.10	5.30	6.50	...
* 9.03	9.55	...	18	18	Fridley Park	...	5.17	* 6.42	...
9.25	10.15	5.28	29	29	Anoka	5.35	4.55	6.25	...
* 9.38	10.28	...	36	36	Itaska	...	* 4.40	* 6.10	...
9.48	10.40	6.04	41	41	Elk River	...	4.28	6.00	...
* 10.00	10.50	...	46	46	Bailey's	...	* 4.17	* 5.48	...
10.07	10.58	...	49	49	Big Lake	...	4.10	5.42	...
* 10.23	11.13	...	57	57	Becker	...	3.52	* 5.25	...
10.37	11.27	...	64	64	Clear Lake	...	3.35	5.10	...
11.00	11.52	7.10	76	76	St. Cloud	3.45	3.15	4.50	...
11.05	11.57	...	77	77	Ar. Sauk Rapids. Ar.	...	3.10	4.45	...
11.30	12.23	...	90	90	Rice's	...	2.48	4.15	...
11.43	12.38	7.53	97	97	Royalton	3.02	2.37	4.03	...
P.M.	* 11.55	* 12.50	103	103	Gregory	...	* 2.25	* 3.50	A.M.
8.30	12.07	1.00	108	108	Ar. Little Falls. Lv.	2.40	2.15	3.49	7.55
8.45	A.M.	* 1.09	112	112	Lv. Belle Prairie. Ar.	...	* 2.06	A.M.	7.40
4.00	...	* 1.16	116	116	Topeka	...	* 2.00	...	7.25
4.25	...	1.27	121	121	Fort Ripley	...	1.49	...	7.05
5.00	...	1.45	130	130	Crow Wing	...	1.30	...	6.30
5.30	...	2.00	138	138	Ar. Brainerd. Lv.	A.M.	1.15	...	6.05
P.M.	...	2.20	133	133	Lv. Brainerd. Ar.	3.30	12.55	...	A.M.
...	...	* 2.29	142	142	Baxter	* 3.20	* 12.46	...	...
...	...	2.36	146	146	Gull River	3.14	12.39	...	...
...	...	* 2.41	148	148	Sylvan Lake	* 3.09	* 12.34	...	...
...	...	* 2.47	151	151	Pillager	3.02	* 12.28	...	...
...	...	3.07	160	160	Motley	2.45	12.09	...	...
...	...	3.20	167	167	Ar. Staples. Lv.	2.30	11.55	...	...
12.07	...	...	108	108	Lv. Little Falls. Ar.	2.40	...	3.40	...
* 12.18	...	...	112	112	Darling	...	...	* 3.30	...
12.32	...	...	118	118	Randall	...	...	3.18	...
* 12.45	...	...	123	123	Cushing	...	...	* 3.08	...
1.00	...	...	129	129	Lincoln	...	...	2.55	...
* 1.15	...	...	136	136	Philbrook	...	...	* 2.42	...
1.45	3.25	9.25	142	142	Lv. Staples. Ar.	1.15	11.50	2.15	...
* 2.00	3.40	...	149	149	Aldrich	...	11.35	* 2.00	...
2.10	3.48	...	153	153	Verndale	...	11.27	1.50	...
2.30	4.03	10.00	160	160	Wadena. Ar.	12.43	11.12	1.38	...
...	...	...	162	162	Wadena Junction	...	...	...	...
* 2.45	4.15	...	164	164	Bluffton	...	11.03	* 1.27	...
3.06	4.35	...	172	172	N. Y. Mills	...	10.45	1.10	...
* 3.20	4.47	...	178	178	Richland	...	* 10.35	* 12.58	...
3.35	5.00	10.48	183	183	Perham	* 11.55	10.23	12.45	...
4.05	5.25	...	194	194	Frazee	...	9.58	12.22	...
4.18	5.35	...	199	199	McHugh	...	9.47	12.10	...
4.32	5.45	11.30	204	204	Detroit	11.07	9.37	12.01	...
4.48	6.02	...	211	211	Audubon	...	9.22	11.45	...
5.02	6.15	...	217	217	Lake Park	...	9.10	11.30	...
* 5.15	...	...	222	222	Hillsdale	...	* 8.58	* 11.15	...
5.20	6.50	* 12.08	225	225	Winnipeg Junction Lv	...	8.53	11.10	...
...	...	...	320	320	Ar. Grand Forks. Lv.	...	...	6.40	...
1.10	...	...	414	414	Pembina. Lv	...	...	3.05	...
4.00	...	...	482	482	Ar. Winnipeg. Lv.	...	...	12.15	...
5.42	6.58	...	228	228	Lv. Hawley. Ar.	...	8.45	10.40	...
5.52	7.07	...	232	232	Muskoda	...	8.35	10.30	...
6.10	7.23	12.38	241	241	Glyndon	9.35	8.15	10.08	...
* 6.17	* 7.28	...	243	243	Tenny	...	* 8.10	* 10.00	...
* 6.22	* 7.33	...	246	246	Dilworth	...	* 8.02	* 9.53	...
6.30	7.40	12.55	250	250	Moorhead	9.15	7.55	9.45	...
6.35	7.45	1.00	251	251	Ar. Fargo. Lv.	9.10	7.50	9.40	...
† 7.10	P.M.	1.10	251	251	Lv. Fargo. Ar.	9.00	A.M.	† 9.25	...
7.26	...	...	256	256	Haggart	...	...	9.09	...
* 7.32	...	...	259	259	Canfield	...	...	* 9.02	...
7.41	...	...	263	263	Mapleton	...	...	8.52	...
* 7.46	...	...	266	266	Greene	...	...	* 8.47	...
* 7.52	...	...	269	269	Dalrymple	...	...	* 8.40	...
7.58	...	1.53	271	271	Cassellton	8.15	...	8.35	...
8.15	...	...	277	277	Wheatland	...	...	8.20	...
8.39	...	...	287	287	Buffalo	...	...	7.58	...
8.53	...	...	293	293	Tower City	...	...	7.45	...
9.05	...	...	298	298	Oriska	...	...	7.31	...
9.30	...	3.22	308	308	Valley City	6.49	...	6.30	...
10.04	...	3.50	320	320	Sanborn	...	...	6.02	...
10.14	...	...	323	323	Eckelson	...	...	5.51	...
10.35	...	...	333	333	Spiritwood	...	...	5.27	...
† 11.00	...	4.35	343	343	Ar. Jamestown. Lv.	5.40	...	† 5.00	...
A.M.	...	* 4.59	350	350	Eldridge	* 5.19	...	P.M.	...
...	...	* 5.25	360	360	Windsor	5.00	...	...	...
...	...	...	372	372	Medina	...	4.35	...	...
...	...	* 6.04	380	380	Crystal Springs	...	* 4.16	...	...
...	...	* 6.21	388	388	Tappen	...	* 3.58	...	...
...	...	6.33	394	394	Ar. Dawson. Ar.	3.46	...	...	...
		A.M.				P.M.			

All time subject to change without notice. § Daily. † Ex. Sunday.

NOTE.—Where time is not shown opposite stations trains do not stop.

St. Paul, Minneapolis, Tacoma and Portland Line

WESTWARD.		Dist from St. Paul.	STATIONS.		EASTWARD.	
	1		November 19, 1893.		2	
	Pac. Mail Daily		All P. M. time is given in heavy figures; all A. M. time in light fig- ures.		Atl. Mail Daily	
	A M				P M	
6.49		402	Lv. Steele	Ar.	3.27	
		408	Geneva			
		413	Driscoll			
7.28		420	Sterling		2.45	
		426	McKenzie		* 2.28	
* 7.53		432	Burleigh		* 2.17	
8.20		444	Bismarck		1.50	
8.35		450	Ar. Mandan	Lv.	1.35	

"Mountain" time west—1 hour slower than "Central" time.

	7.45	450	Lv. Mandan	Ar.	12.25	
	* 7.52	453	Sunnyside		* 12.17	
	* 8.05	458	Marmot		* 12.06	
	* 8.25	466	Sweet Briar		* 11.50	
		474	Sedalia		* 11.32	
	8.55	478	New Salem		11.24	
		482	Blue Grass		* 11.16	
	9.10	485	Sims		11.08	
	* 9.32	496	Curlew		* 10.45	
		503	Kurtz		* 10.30	
	9.56	508	Glenullen		10.19	
		513	Eagle's Nest		* 10.06	
	10.22	520	Hebron		9.52	
		522	Knife River			
	* 10.42	530	Antelope		* 9.30	
	10.55	535	Richardton		9.18	
	* 11.07	541	Taylor		* 9.06	
	* 11.24	548	Gladstone		* 8.49	
	11.50	560	Dickinson		8.20	
	* 12.21	571	South Heart		* 7.50	
	* 12.39	580	Belfield		* 7.28	
		585	Fryburg			
	* 1.05	591	Sully Springs		* 7.00	
	* 1.21	599	Medora		6.40	
	* 1.40	607	Andrews		* 6.19	
	* 1.59	616	Sentinel Butte		* 5.58	
	* 2.17	624	Beach		* 5.37	
		630	Yates			
	* 2.40	635	Mingusville		5.11	
	* 3.05	646	Hodges		* 4.45	
		650	Boice			
	* 3.27	656	Allard		* 4.19	
	3.50	666	Glendive		3.45	
	* 4.15	673	Colgate		* 3.28	
	* 4.30	681	Hoyt		* 3.13	
	* 4.57	695	Fallon		* 2.45	
	5.16	705	Terry		2.25	
	* 5.36	715	Blatchford		* 2.05	
	* 5.54	725	Shirley		* 1.45	
	6.15	736	Dixon		* 1.22	
	6.33	745	Miles City		1.04	
	6.41	747	Ft. Keogh		12.57	
	* 7.02	756	Horton		* 12.36	
	* 7.23	765	Hathaway		* 12.15	
	7.51	777	Rosebud		11.48	
	8.20	790	Forsythe		11.15	
	* 8.43	800	Howard		* 10.57	
	* 9.03	811	Sanders		* 10.38	
	* 9.23	822	Myers		* 10.18	
	* 9.50	832	Big Horn		* 9.50	
	10.05	838	Custer		9.32	
	* 10.21	847	Conway		* 9.10	
	* 10.41	855	Bull Mountain		* 8.42	
	* 10.56	863	Pompey's Pillar		* 8.25	
	* 11.10	871	Clermont		* 8.05	
	11.27	879	Huntley		* 7.45	
	11.55	892	Billings		7.00	
	12.31	908	Laurel		6.24	
	12.44	914	Park City		6.08	
	* 1.02	924	Rapids		* 5.49	
	1.22	932	Columbus		5.30	
	* 1.40	940	Merrill		* 5.09	
	* 1.57	949	Reedpoint		* 4.50	
	* 2.21	959	Greycliff		* 4.30	
	2.53	973	Big Timber		4.00	
	3.26	988	Springdale		3.27	
	* 3.40	994	Elton		* 3.14	
	* 3.53	1000	Misslon		* 3.00	
	4.10	1007	Ar. Livingston	Lv.	2.45	
Sec	page	18.	Yellowstone Park			
	* 4.34	1012	Coal Spur		* 2.22	
	* 4.48	1016	Hoppers		* 2.12	
	* 5.00	1019	Muir		* 2.03	
	* 5.08	1020	West End		* 1.53	
	* 5.10	1021	Timber Line		* 1.51	
	* 5.16	1025	Mountain Side		* 1.44	
	* 5.19	1024	Ar. Chestnut	Ar.	* 1.40	

All time subject to change without notice.

NOTE.—Where time is not shown opposite stations trains do not stop.

St. Paul, Minneapolis, Tacoma and Portland Line

WESTWARD.			STATIONS.	EASTWARD.		
7	1	Miles.		2	8	
Butte Pass. Daily	Pac. Mail Daily		Nov. 19, 1893.	Atl. Mail. Daily	Boz. Pass. Daily	
			All P. M. time is given in heavy figures; all A. M. time in light figures			
A. M.	*5.27	1027	Gordon.....	* 1.30	P. M.	
5.58	5.38	1032	 Bozeman	1.15	1.00	
*6.08	*5.53	1036	Storey.....	* 1.02	*12.47	
*6.19	*6.04	1042	Belgrade.....	*12.50	*12.35	
*6.30	*6.15	1047	Central Park.....	*12.37	*12.22	
*6.39	*6.24	1051	Manhattan.....	*12.28	*12.12	
6.50	6.35	1056	Logan.....	12.16	12.01	
9.40	9.40	1127	Ar..... Butte Lv	9.20	9.20	
A. M.	9.55	1127	Lv..... Butte Ar	9.05		
.....	9.00	1153	Lv..... Anaconda Ar	9.10		
11.20	11.20	1163	Ar..... Deer Lodge Lv	7.27		
11.45	11.45	1179	Ar..... Garrison Lv	7.05		
*6.45	1060		Gallatin.....	*12.05		
*7.19	1078		Painted Rock.....	*11.31		
*7.35	1086		Toston.....	*11.15		
8.00	1097		 Townsend	10.50		
*8.09	1100		Bedford.....	*10.41		
*8.38	1110		Winston.....	*10.17		
9.14	1126		Prickly Pear Junction.....	9.35		
9.25	1130		Ar..... Helena Lv	9.25		
9.35	1130		Lv..... Helena Ar	9.15		
10.00	1139		Clough Junction.....	8.53		
10.15	1143		Butler.....	8.45		
10.50	1151		Blossburg.....	8.20		
11.10	1159		Elliston.....	7.55		
11.28	1168		Avon.....	7.30		
11.55	1181		Ar..... Garrison Lv	7.00		
12.30	1192		Ar..... Deer Lodge Lv	11.20		
1.50	1223		Ar..... Anaconda Lv	9.00		
2.05	1232		Ar..... Butte City Lv	9.55		
12.00	1181		Lv..... Garrison Ar	6.55		
12.20	1190		Ar.....Gold Creek.....	6.33		
12.45	1202		 Drummond	6.05		
1.13	1214		Bearmouth.....	5.35		
*1.29	1222		Ar.....Carlan.....	* 5.17		
1.46	1229		Bonita.....	4.58		
*2.02	1237		Clinton.....	* 4.40		
2.25	1248		Bonner.....	4.17		
2.40	1255		Ar..... Missoula Ar	3.55		
3.00	1261		De Smet.....	3.40		
3.35	1271		Evaro.....	3.10		
4.00	1282		Arlee.....	2.30		
4.21	1292		Ravalli.....	2.00		
*4.35	1299		Jocko.....	* 1.43		
*4.50	1306		Duncan.....	* 1.26		
*5.07	1314		Perma.....	* 1.07		
*5.32	1325		Paradise.....	*12.38		
5.45	1332		Horse Plains.....	12.23		
*6.00	1339		Weeksville.....	*12.05		
6.15	1346		Eddy.....	11.47		
6.38	1357		 Thompson Falls	11.20		
*6.50	1363		Belknap.....	*11.03		
7.25	1380		Trout Creek.....	10.21		
*7.55	1394		Noxon.....	9.44		
*8.05	1399		Smeads.....	* 9.33		
8.15	1405		Heron.....	9.20		
*8.29	1411		Cabinet.....	* 9.04		
8.45	1418		Clark's Fork.....	8.45		
9.05	1428		Ar.....Hope.....Lv	8.10		
"Pacific" time west—1 hour slower than "Mountain" time.						
8.15	1428		Lv.....Hope.....Ar	7.00		
.....	1433		Pack River.....			
*8.41	1440		Kootenai.....			
*8.50	1444		 Sand Point	* 6.25		
*9.20	1457		Cocolalla.....	* 5.50		
*9.40	1466		Granite.....	* 5.30		
10.18	1485		 Rathdrum	4.55		
10.38	1492		Hauser Junction.....	4.42		
*11.05	1504		Trent.....	* 4.20		
11.25	1512		Ar..... Spokane Ar	3.55		
12.01	1522		Marshall Junction.....	3.33		
12.18	1529		 Cheney	3.15		
*12.40	1540		Tyler.....	* 2.50		
1.10	1554		 Sprague Ar	2.05		
*1.40	1564		Harrison.....	* 1.42		
2.05	1577		 Ritzville	1.10		
*2.40	1595		Lind.....	*12.25		
*3.27	1614		Hatton.....	11.35		
3.50	1623		 Connell	11.15		
*4.07	1632		Lake.....	*10.56		
*4.25	1641		Eltopia.....	*10.38		
Daily	4.55	1658	Ar..... Pasco Junction Lv	10.05	Daily	
11.30	A.M.	1658	Lv..... Pasco Junction Ar	A. M.	11.10	
12.10	.....	1673	Hunt's Junction.....	.....	10.20	
12.15	.....	1674	Ar..... Wallula Junction Lv	.....	10.05	
P. M.					A. M.	

* Stops only on signal.

NOTE.—Where time is not shown opposite stations trains do not stop.

St. Paul, Minneapolis, Tacoma and Portland Line

WESTWARD.				STATIONS.		EASTWARD.			
Daily. Ex. Sun.	Seattle & Port. L.o. Daily.	5 Daily.	1 Pac. Mail. Daily.	Dis. from St. Paul.	November 19, 1893.		Atl. Mail. Daily.	2 Port. & Set. L.o. Daily.	6 Daily. Ex. Sun.
					All P. M. time is given in heavy figures; all A. M. time in light figures.				
			A. M.						
			5.05	1657	Lv. Pasco Junction	Ar.	10.00		
			5.15	1661	Kennewick		9.50		
			6.03	1682	Kiona		9.10		
			6.35	1698	Prosser		8.35		
			6.57	1710	Mabton		8.08		
			7.30	1729	Toppenish		7.30		
			8.15	1748	North Yakima		6.45		
		*	8.48	1764	Roza		* 6.05		
		*	9.23	1780	Thrall		* 5.25		
			9.35	1785	Ar. Ellensburg	Ar.	5.10		
			10.38	1810	Ar. Clealum	Lv.	4.15		
				1814	Ar. Roslyn	Lv.			
		*	10.50	1816	Nelson's		* 4.00		
			11.10	1823	Easton		3.45		
			11.35	1831	Martin		3.15		
			11.50	1834	Stampede		3.00		
			12.30	1847	Lester		2.10		
			12.37	1849	Hot Springs		2.02		
		*	1.08	1862	Eagle Gorge		* 1.28		
			1.28	1869	Palmer		1.10		
			1.50	1878	Enumclaw		12.50		
			1.59	1882	Buckley		12.42		
				1886	Cascade Jct.				
			2.12	1887	South Prairie		12.23		
			2.35	1894	Orting		* 12.03		
		*	2.52	1900	Alderton				
				1902	Ar. Meeker	Lv.			
		A. M.	P. M.				P. M.	P. M.	
		9.00	4.35	1932	Ar. Seattle	Lv.	10.20	6.15	
		10.10		1902	Lv. Meeker	Ar.		4.50	
		10.12	3.05	1903	Puyallup		11.35	4.47	
	A. M.	10.30	3.30	1912	Ar. Tacoma (Pac. Ave)	Lv.	11.10	4.30	P. M.
	10.40	11.00	3.55	1912	Lv. Tacoma (Pac. Ave)	Ar.	10.40	4.00	4.15
	11.05	11.30	4.25	1920	Lakeview		10.14	3.27	3.50
	11.58			1944	Ar. Olympia	Lv.			2.51
		11.43		1925	Hillhurst			3.13	
		11.58		1931	Roy			2.55	
		12.11		1936	Yelm Prairie		* 9.35	2.40	
		12.46		1950	Tenino			1.58	
		12.55		1954	Bucoda			1.48	
		1.25	5.50	1961	Centralia		8.37	1.25	
		1.35	5.58	1965	Chehalis		8.28	1.10	
		1.52		1972	Napavine			12.50	
		2.06	* 6.35	1979	Winlock		* 7.57	12.33	
		2.14		1982	Ainslie			12.24	
		2.47	7.18	1995	Castle Rock		7.18	11.50	
		3.10	* 7.38	2005	Kelso		* 6.59	11.22	
		3.40	8.00	2016	Kalama		6.40	10.55	
		4.05	8.25	2017	Goble		6.15	10.30	
		4.37		2032	Warren			9.53	
		4.46	* 9.02	2036	Scappoose		* 5.37	9.45	
		5.17	* 9.26	2049	Linnton		* 5.17	9.20	
		5.40	9.45	2056	Ar. Portland	Lv.	5.00	9.00	

ASHLAND, DULUTH, HELENA, AND TACOMA LINE.

GOING WEST.		Miles.	STATIONS.		GOING EAST.	
Mixed Ex. Sun.	Pac. Mail Daily.		November 19, 1893.		Atl. Mail Daily.	Mixed Ex. Sun.
7.15 am	8.15 am	0	Lv. Ashland	Ar.	6.55 pm	3.30 pm
9.05 "	9.14 "	28	Ar. Iron River	"	5.54 "	1.00 "
10.13 am	9.31 "	36	" Brule	"	5.37 "	12.05 pm
12.56 pm	10.29 "	64	" Superior	"	4.39 "	9.04 am
1.15 pm	10.40 "	67	" South Superior	"	4.30 "	8.45 am
	10.50 "	72	" West Superior	"	4.20 "	
	11.10 am	76	Ar. Duluth	Lv.	4.05 pm	
	3.45 pm	76	Lv. Duluth	Ar.	7.55 am	
	4.00 "	72	" West Superior	"	7.40 "	
	4.10 "	67	" South Superior	"	7.30 "	
	4.27 "	73	" St. Louis	"	7.15 "	
	5.00 "	86	" Carlton	"	6.45 "	
	5.20 "	96	" Sawyer	"	6.25 "	
	5.42 "	108	" Cromwell	"	6.01 "	
	6.38 "	138	" Kimberley	"	5.01 "	
	7.02 "	150	" Aitkin	Ar.	4.37 "	
	7.55 "	177	Ar. Brainerd	Lv.	3.40 "	
	9.10 pm	206	" Staples	"	2.30 am	
	* 12.08 am	289	" Winnipeg Junction	"		
	1.00 "	314	" Fargo	"	9.10 pm	
	4.35 "	406	" Jamestown	"	5.40 pm	
	9.25 am	1193	" Helena	"	9.25 am	
	3.30 pm	1974	" Tacoma (Pac. Ave.)	"	11.10 pm	
	4.35 "	1994	" Seattle	"	10.20 "	
	9.45 pm	2120	Ar. Portland	Lv.	5.00 pm	

NOTE.—Where time is not shown opposite stations trains do not stop.

PORTLAND, TACOMA & SEATTLE LINE.

Ex D'y	Mail D'y	Exp D'y	Exp D'y	Exp D'y	Exp D'y	Ex D'y	STATIONS	Exp D'y	Exp D'y	Ex D'y	Exp D'y	Exp D'y	Exp D'y	Ex D'y
.....	.....	5.00	9.00	.....	.....	.....	Lv Portland Ar	.....	5.40	9.45	.....	.....	.....	.....
.....	.....	6.40	10.55	.....	.....	.....	Kalama..	.....	3.40	8.00	.....	.....	.....	.....
.....	.....	*7.57	12.33	.....	.....	.....	Winlock..	.....	2.06	6.35	.....	.....	.....	.....
.....	.....	8.28	1.10	.....	.....	.....	Chehalis..	.....	1.35	5.58	.....	.....	.....	.....
.....	1.40	8.37	1.25	.....	.....	.....	Centralia..	.....	1.25	5.50	.....	.....	1.10	.....
.....	3.27	.....	.....	.....	.....	.....	Ar Montesano L	.....	.....	.....	.....	.....	11.12	.....
.....	2.51	.....	.....	.....	.....	.....	L Olympia	.....	.....	.....	.....	.....	11.53	.....
.....	4.15	10.40	4.00	.....	.....	.....	Ar Pacific Av. L	.....	11.00	3.55	.....	.....	10.40	.....
.....	.....	11.00	4.30	2.50	10.50	6.45	L Pacific Av. A	8.50	10.30	3.40	8.00	11.50	.....	.....
.....	.....	11.22	4.47	3.10	11.07	7.02	Puyallup..	8.32	10.12	3.19	7.43	11.30	.....	.....
.....	.....	11.28	4.54	3.18	11.14	7.09	Sumner..	8.25	10.06	3.11	7.36	11.21	.....	.....
.....	.....	11.45	5.15	3.35	11.30	7.29	Auburn..	8.02	9.50	2.53	7.16	11.05	.....	.....
.....	.....	11.55	5.29	3.47	11.43	7.47	Kent.....	7.47	*9.40	2.42	7.02	10.55	.....	.....
.....	.....	12*05	5.40	*3.58	11*52	8.00	Orillia..	7.35	.....	2*33	*6.51	.....	.....	.....
.....	.....	12.35	6.15	4.35	12.25	8.35	Ar Seattle, Lv	7.00	9.00	2.00	6.15	10.20	.....	.....

SEATTLE, LAKE SHORE & EASTERN R'Y.

	3 1st Class Daily.	1 1st Class Daily.	Dis. fr. Seattle	STATIONS.	2 1st Class Daily.	4 1st Class Daily.	
.....	4.35PM	8.35AM	0	Lv..... Seattle..... Ar.	6.00PM	10.35AM	.....
.....	4.49 "	* 8.50 "	4	 Interbay..... Lv.	* 5.45 "	*10.20 "	.....
.....	4.50 "	.....	5	 Ballard Junction.....	.....	.....	.....
.....	4.58 "	8.55 "	6	 Fremont.....	5.41 "	10.16 "	.....
.....	* 5.08 "	.....	10	 Yesler Junction.....	.....	*10.05 "	.....
.....	5.38 "	9.35 "	22	 Bothell.....	5.02 "	9.35 "	.....
.....	5.43PM	9.45AM	24	Ar. Woodinville Junction.	4.52PM	9.25AM	.....
.....	.....	10.03AM	30	 Redmond.....	4.34PM	.....	.....
.....	.....	10.37 "	42	 Gilman.....	3.59 "	.....	.....
Daily,	.....	11.11 "	52	 Falls City.....	3.29 "	.....	Daily,
Ex.	.....	11.24 "	56	 Snoqualmie.....	3.17 "	.....	Ex.
Sunday	.....	11.35AM	59	 North Bend.....	3.08PM	.....	Sunday
5.10PM	5.52PM	10.25AM	37	Ar..... Snohomish..... Ar.	2.40PM	8.47AM	8.40AM
5.40PM	.....	.....	.....	..... Everett, E.&M.C.R'y. ..	.....	.....	8.00AM
.....	6.30PM	10.38AM	43	 Machias.....	4.02PM	8.37AM	.....
.....	6.37 "	10.44 "	47	 Hartford Jct.....	3.54 "	8.30 "	.....
.....	6.47 "	10.55 "	50	 Getchell.....	3.44 "	8.19 "	.....
.....	7.09 "	11.16 "	60	 Arlington.....	3.22 "	7.58 "	.....
.....	7.31 "	11.39AM	70	 McMurray.....	2.58 "	7.35 "	.....
.....	8.09 "	12.15PM	85	 Sedro.....	2.20 "	6.57 "	.....
.....	8.10PM	12.20PM	86	Ar..... Wooley..... Lv.	2.15 "	6.55AM	.....
.....	.....	3.50PM	.....	..... Anacortes, S. & N. Ry.	11.00AM	.....	.....
.....	.....	2.40PM	119	 Nooksack.....	12.07PM	.....	.....
.....	.....	3.00PM	125	Ar..... Sumas..... Lv.	11.50AM	.....	.....

OLYMPIA & MONTESANO LINE.

Ex. Sun.	Exp. Daily	Ms	STATIONS.	Exp. Daily	Ex. Sun.
.....	10.40	0	Lv..... Tacoma (Pacific Av.)..... Ar.	4.15	.....
.....	*11.12	12	 Murray.....	* 3.38	.....
.....	11.53	32	 Olympia.....	2.51	.....
.....	12.40	52	 Gate City..... Lv.	2.05	.....
.....	2.19	49	 Oakville.....	12.17	.....
.....	3.00	63	 Elma.....	11.37	.....
.....	3.27	73	Ar..... Montesano..... Lv.	11.12	.....
.....	3.33	75	 Rutherford.....	11.07	.....
.....	3.51	82	 Aberdeen Junction.....	10.50	.....
.....	3.55	83	Ar..... Cosmopolis Junction..... Lv.	10.45	.....
.....	4.00	85	 Cosmopolis.....	10.40	.....
.....	4.09	87	 South Aberdeen.....	10.32	.....
.....	4.15	89	 West Aberdeen.....	10.26	.....
.....	4.34	95	 South Arbor.....	10.10	.....
.....	4.39	97	 Markham.....	10.05	.....
.....	4.45	100	Ar..... Ocosta..... Lv.	10.00	.....
1.50	.....	49	 Centralia.....	.....	1.00
2.05	.....	53	 Chehalis.....	.....	12.43
3.27	.....	77	 Pe Ell.....	.....	11.15
5.10	.....	105	 Willapa.....	.....	9.25
5.30	.....	111	 South Bend.....	.....	9.00
.....	.....	144	Ar..... Portland..... Lv.	.....	.....

PUGET SOUND AND ALASKA STEAMSHIP CO.
TACOMA, SEATTLE, AND VICTORIA ROUTE.

Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	PORTS.	Daily. Ex. Mon	Daily. Ex. Mon	Daily. Ex. Mon
.....	7.00pm	7.00pm	Via Steamer.	.....	.....	.....
11.00pm	12.00pm	9.15pm	Lv..... Tacoma..... Ar.	3.30pm	11.30pm	3.00pm
12.30am	.....	.....	Lv..... Seattle.....	1.45pm	9.30pm	2.10pm
3.00 "	.....	.....	..... Port Madison.....	.....	.....	11.00am
4.00 "	.....	.....	..... Port Gamble.....	.....	.....	10.00 "
6.00am	4.00am	12.30am	 Port Ludlow.....	10.30am	6.00pm	8.00am
.....	7.30 "	.....	..... Port Townsend.....	.....	3.00 "	.....
.....	8.30 "	.....	..... Anacortes.....	.....	1.30 "	.....
.....	9.00am	.....	..... Fairhaven.....	.....	1.00pm	.....
.....	.....	3.30am	 New Whatcom.....	7.30am	.....	.....
.....	.....	.....	Ar..... Victoria..... Lv.	.....	.....	.....

PORTLAND AND SAN FRANCISCO ROUTE.

The steamers of the Oregon Railway & Navigation Co. (U. P.), and the Pacific Coast Steamship Co., sail between Portland and San Francisco, touching at Astoria. Fare, Portland to San Francisco, including meals and berth, \$16 cabin, \$8 steerage. Round trip, unlim., \$30. Steamers sail every five (5) days.

NOTE.—Where time is not shown opposite stations trains do not stop.

LITTLE FALLS AND DAKOTA BRANCH.

	Accom. Daily Ex. Su.	Mls	STATIONS.	Accom. Daily Ex. Su.
	6.05 a.m.	...	Lv..... Brainerd..... Ar.	5.30 p.m.
	9.00 "	0	Lv..... Little Falls..... Ar.	1.50 "
	9.35 "	7	 La Fond.....	1.15 "
	10.25 "	16	 Swanville.....	12.35 "
	10.55 "	21	Lv..... Burtrum.....	12.15 p.m.
	11.20 "	25	 Grey Eagle.....	11.55 a.m.
	11.40 "	29	 Birch Lake.....	11.40 "
	11.55 a.m.	31	 Spaulding.....	11.25 "
	12.20 p.m.	33	Lv..... Sauk Centre..... Ar.	10.40 "
	1.30 "	48	 Westport.....	9.55 "
	1.55 "	53	 Villard.....	9.35 "
	2.30 "	59	 Glenwood.....	9.05 "
	3.15 "	68	 Starbuck.....	8.25 "
	4.05 "	78	 Cyrus.....	7.40 "
	4.50 p.m.	88	Ar..... Morris..... Lv.	7.00 a.m.

NORTHERN PACIFIC, FERGUS & BLACK HILLS BRANCH.

Mixed.	Pass.	Mls	STATIONS.	Pass.	Mixed.
	\$ 8.00 p.m.	...	Lv..... St. Paul..... Ar.	\$ 7.35 a.m.	
	8.40 p.m.	...	Lv..... Minneapolis..... Ar.	7.05 a.m.	
† 7.10 a.m.	4.00 a.m.	0	Lv..... Wadena..... Ar.	11.30 p.m.	† 5.05 p.m.
7.20 "	4.07 "	2	 Wadena Junction.....	11.20 "	4.55 "
7.55 "	4.30 "	10	 Deer Creek.....	11.00 "	4.25 "
8.10 "	4.42 "	14	 Parkton.....	10.48 "	4.10 "
8.30 "	4.57 "	18	 Henning.....	10.33 "	3.50 "
9.00 "	5.11 "	24	 Vining.....	10.11 "	3.25 "
9.20 "	5.22 "	29	 Clitheral.....	9.56 "	3.05 "
9.40 "	5.35 "	33	 Battle Lake.....	9.45 "	2.45 "
10.15 "	5.53 "	41	 Underwood.....	9.20 "	2.13 "
10.55 a.m.	6.25 "	52	Ar..... Fergus Falls..... Lv.	8.45 "	1.30 p.m.
12.20 p.m.	6.42 "	58	 French.....	8.25 "	11.20 a.m.
1.00 "	7.05 "	68	 Everdell.....	7.58 "	10.42 "
1.35 "	7.25 "	77	 Breckenridge.....	7.35 "	10.05 "
1.40 "	7.30 a.m.	78	Ar..... Wahpeton..... Lv.	\$ 7.30 p.m.	10.00 "
3.10 "		85	 Farmington.....		9.17 "
3.25 "		88	 Fairview Junction.....		9.05 "
3.35 "		91	 Mooreton.....		8.55 "
4.05 "		97	 Barney.....		8.30 "
4.35 "		104	 Wyndmere.....		8.00 "
5.35 p.m.		119	Ar..... Milnor..... Lv.		† 7.00 a.m.

Mx.Ex.Su.	Pass.	Miles	MANITOBA DIV.	Pass.	Mx.Ex.Su.
	8.00 p.m.		Lv..... St. Paul..... Ar.	\$ 7.35 a.m.	
	8.40 p.m.		Lv..... Minneapolis..... Ar.	7.05 a.m.	
	8.15 a.m.		Lv..... Ashland..... Ar.	6.55 p.m.	
	8.45 p.m.		Lv..... Duluth..... Ar.	7.55 a.m.	
	5.25 a.m.	0	Lv..... Winnipeg Junc. Ar.	10.50 p.m.	
	5.55 "	13	 Ulen.....	10.15 "	
	6.23 "	26	 Twin Valley.....	9.42 "	
	6.42 "	34	 Gary.....	* 9.20 "	
	7.10 a.m.	46	 Fertile.....	8.49 p.m.	
† 7.30 a.m.		46	Lv..... Fertile..... Ar.		7.25 p.m.
8.57 "		69	 Red Lake Falls.....		5.53 "
* 9.32 "		79	 Ridge.....	* 5.15 "	
* 10.18 "		91	 Buffington.....	* 4.28 "	
* 10.31 "		93	 Keystone.....	* 4.15 "	
* 10.36 a.m.		95	 Rockwood.....	* 4.10 p.m.	
	8.05 a.m.	68	 Crookston.....	7.54 p.m.	
10.55 a.m.	8.54 "	90	 Carthage Junction.....	7.03 "	3.50 p.m.
11.15 "	9.05 "	91	 E. Grand Forks.....	6.45 "	3.30 "
11.20 a.m.	9.15 "	95	 Grand Forks.....	6.40 "	† 3.25 p.m.
	9.57 "	112	 Meckinock.....	6.05 "	
	10.19 "	121	 Gilby.....	5.43 "	
	10.30 "	125	 Johnston.....	* 5.33 "	
	10.42 "	130	 Forest River.....	5.23 "	
	11.18 "	144	 Grafton.....	4.48 "	
	11.57 a.m.	160	 Drayton.....	4.12 "	
	1.10 p.m.	189	 Pembina.....	3.00 "	
	1.20 "	190	 Emerson.....	2.50 "	
	1.45 "	201	 Letellier.....	2.27 "	
	2.05 "	210	 St. Jean.....	2.05 "	
	2.20 p.m.	216	Ar..... Morris..... Lv.	\$ 1.50 p.m.	
† 8.00 a.m.	† 2.25 p.m.	216	Lv..... Morris..... Ar.	† 1.45 p.m.	† 7.50 p.m.
8.42 "	* 2.49 "	226	 Lowe Farm.....	* 1.22 "	6.53 "
9.45 "	3.28 "	242	 Roland.....	12.46 "	5.23 "
10.15 "	* 3.47 "	250	 Rosebank.....	* 12.29 p.m.	4.39 "
10.40 "	4.03 "	256	 Miami.....	11.55 a.m.	3.58 "
11.23 a.m.	* 4.26 "	265	 Deerwood.....	* 11.33 "	3.14 "
12.02 p.m.	* 4.39 "	271	 Altamont.....	* 11.20 "	2.51 "
2.50 "	* 5.58 "	303	 Greenway.....	* 10.07 "	12.27 p.m.
5.47 "	7.44 "	336	 Wawanesa.....	8.50 "	9.49 a.m.
† 8.00 p.m.	† 8.45 p.m.	362	Ar..... Brandon..... Lv.	† 7.50 a.m.	† 7.50 a.m.
	\$ 2.20 p.m.	216	Lv..... Morris..... Ar.	1.50 p.m.	
	2.38 "	224	 Silver Plains.....	* 1.32 "	
	* 3.00 "	234	 St. Agathe.....	* 1.12 "	
	* 3.34 "	248	 St. Norbert.....	* 12.41 "	
	3.49 "	254	 Portage Junction.....	12.27 "	
	4.00 p.m.	257	Ar..... Winnipeg..... Lv.	\$ 12.15 p.m.	
	† 4.15 p.m.	257	Lv..... Winnipeg..... Ar.	† 12.45 p.m.	
	4.30 "	254	Lv..... Portage Jct..... Ar.	12.26 p.m.	
	* 5.07 "	264	 Headingley.....	* 11.42 a.m.	
	* 5.34 "	271	 White Plains.....	* 11.11 "	
	6.50 "	293	 Oakville.....	* 9.44 "	
	† 7.40 p.m.	306	Ar..... Portage la Prairie..... Lv.	† 8.55 a.m.	

NOTE.—Where time is not shown opposite stations trains do not stop.

FARGO AND SOUTHWESTERN BRANCH.

	Passenger Daily, Ex. Sun.	Mls.	STATIONS.	Passenger Daily, Ex. Sun.
All P.M. time is given in heavy figures; all A.M. time in light fig- ures.	7.45 a.m.	0	Lv..... Fargo Ar.	7.25 p.m.
	* 8.00 "	4.2	Cotters.....	* 7.10 "
	8.17 "	10.7	Horace.....	6.53 "
	8.40 "	19.4	 Davenport	6.30 "
	9.05 "	29.2	Leonard.....	6.04 "
	9.37 "	41.7	 Sheldon	5.32 "
	10.00 "	50.7	Buttzville.....	5.08 "
	10.15 "	56.4	 Lisbon	4.54 "
	* 0.50 "	63.9	Englevale.....	4.21 "
	11.15 a.m.	76.8	Verona.....	3.55 "
	12.20 p.m.	88.2	Lv..... La Moure	3.21 "
	* 12.50 "	98.2	Berlin.....	* 2.55 "
	1.25 p.m.	109.6	Ar..... Edgeley Lv.	2.25 p.m.

JAMESTOWN & NORTHERN BRANCH.

Mixed. Tu., Thur. & Sat.	Mixed. Mon., Wed. & Fri.	Mls.	STATIONS.	Mixed. Daily, Ex. Sun.
7.45 a.m.	7.45 a.m.	0	Lv..... Jamestown Ar.	4.30 p.m.
8.15 "	8.15 "	6	Parkhurst.....	4.00 "
8.40 "	8.40 "	13	Buchanan.....	3.30 "
9.08 "	9.08 "	21	Pingree.....	2.57 "
10.08 "	10.08 "	35	Melville.....	2.00 "
10.55 a.m.	10.45 a.m.	44	Ar..... Carrington Lv.	12.50 p.m.
11.45 a.m.	11.45 a.m.	56	Ar.....Sykeston.....Lv.	11.55 a.m.
12.05 p.m.	2.39 p.m.	60	 New Rockford Ar.	10.55 a.m.
1.45 "	3.30 "	71	Sheyenne.....	10.00 "
2.30 "	4.14 "	79	 Oberon	9.25 "
2.55 "	4.31 "	83	Lallie.....	9.09 "
3.35 "	5.05 "	90	 Minnewaukan	8.40 "
4.45 p.m.	6.25 p.m.	108	Ar..... Leeds Lv.	7.30 a.m.

JAMES RIVER VALLEY BRANCH.

	Mixed, Daily, Ex. Sun.	Mls.	STATIONS.	Mixed, Daily, Ex. Mon.
.....	8.00 a.m.	0	Lv..... Jamestown Ar.	3.15 a.m.
.....	9.15 "	19	Montpelier.....	2.00 "
.....	9.45 "	26	Adrian.....	1.32 "
.....	10.15 "	33	Dickey.....	1.05 "
.....	11.00 "	41	 Grand Rapids	12.27 a.m.
.....	11.40 a.m.	49	Ar..... La Moure Lv.	11.55 p.m.
.....	12.55 p.m.	54	Valley Junction.....	11.25 "
.....	1.28 "	62	Glover.....	10.56 "
.....	2.00 p.m.	69	Ar..... Oakes Lv.	10.30 p.m.

SANBORN, COOPERSTOWN & TURTLE MOUNTAIN
BRANCH.

	Accom. Daily, Ex. Sun.	Mls.	STATIONS.	Accom. Daily, Ex. Sun.
.....	1.00 p.m.	0	Lv..... Sanborn Ar.	9.55 a.m.
.....	1.35 "	9	Odell.....	9.10 "
.....	2.28 "	18	Dazey.....	8.35 "
.....	4.00 p.m.	36	Ar... Cooperstown ...Lv.	7.00 a.m.

ROCKY FORK & COOKE CITY BRANCH.

	Mixed. Mon., Wed. & Fri.	Mls.	STATIONS.	Mixed. Mon., Wed. & Fri.
.....	6.50 a.m.	0	Lv..... Billings Ar.	6.30 p.m.
.....	8.15 "	17	Laurel.....	5.20 "
.....	8.47 "	24	Mason.....	4.45 "
.....	10.38 "	47	Merritt.....	2.50 "
.....	11.40 a.m.	61	Ar.....Red Lodge....Lv.	1.45 p.m.

YELLOWSTONE PARK LINE.

	Mixed. Saturday.	Mls.	STATIONS.	Mixed. Saturday.
.....	7.00 a.m.	0	Lv..... Livingston Ar.	5.30 p.m.
.....	7.40 "	10	Brisbin.....	4.45 "
.....	8.18 "	20	Chicory.....	3.50 "
.....	8.30 "	23	Emigrant.....	3.30 "
.....	9.10 "	31	Daileys.....	3.00 "
.....	10.00 "	41	Sphinx.....	2.15 "
.....	11.05 a.m.	51	Ar.....Cinnabar.....Lv.	12.15 p.m.

NOTE.—Where time is not shown opposite stations trains do not stop.

CALIFORNIA EXCURSION RATES.

The following round-trip rates are in effect from our Eastern terminals with final limits of July 15, 1894:

	Midwinter Exposition Rates.	Standard Excursion Rates.
To San Francisco, going via Portland and Shasta Route or steamer, returning via any authorized direct route to Missouri River, Mineola, or Houston.....	\$ 80.50	\$ 95.00
To San Francisco, going via Portland and Shasta Route or steamer, returning via any authorized direct route to Missouri River, thence to St. Paul	88.40	102.90
To San Francisco, going via Portland and Shasta Route or steamer, returning via either route to Portland, thence via the Northern Pacific R. R. to St. Paul, Minneapolis, Duluth, or Ashland.....	80.50	95.00
To San Francisco, going via Portland and Shasta Route or steamer, returning via authorized direct routes to St. Louis, Cairo, Memphis, or New Orleans.....	86.50	101.00
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River.....	90.00	104.50
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River, thence to St. Paul.....	97.90	112.40
To Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific R. R. to St. Paul, Minneapolis, Duluth, or Ashland.	99.50	114.00
To San Diego, going via Portland and Shasta Route, returning via authorized direct routes to Missouri River, Mineola, or Houston.....	95.00	109.50
To San Diego, going via Portland and Shasta Route, returning via authorized direct routes to Missouri River, thence to St. Paul	102.90	117.40
To San Diego, going via Portland and Shasta Route, returning via authorized direct routes to St. Louis, Cairo, Memphis, or New Orleans.....	101.00	115.50
To San Diego, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific R. R. to St. Paul, Minneapolis, Duluth, or Ashland.	109.50	124.00

STANDARD EXCURSION RATES.

Excursion tickets sold at standard rates will bear final limit of nine months from date of sale; good going passage, sixty days to Tacoma, thence good to return any time within final limit. Stop-overs allowed in both directions (upon application to conductor).

MIDWINTER EXPOSITION RATES.

Midwinter Exposition tickets will bear final limit of July 15, 1894, with transit limits of fifteen days in each direction. On tickets to Pacific Coast and California points, however, stop-over will be allowed, regardless of transit limits, west to Pasco on our line, Huntington on the Union Pacific, Calgary on the Canadian Pacific, and west of Ogden, Albuquerque, Deming, or El Paso, as the case may be, on tickets returning via Southern routes. East of those points stop-overs will be allowed within the fifteen days' transit limits only.

At the offices of the principal lines east of the Missouri River, and at the eastern termini of the southern transcontinental lines, excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta Route, the all-rail line to Portland, or the ocean and the Northern Pacific Railroad to St. Paul, Minneapolis, Duluth, or Ashland, at a rate \$15 higher than the current excursion rate in effect between Missouri River points, Mineola, or Houston, and San Francisco.

Return coupons reading from Missouri River points to Chicago or St. Louis will be honored from St. Paul or Minneapolis either free, or with a small additional charge, according to the route.

Midwinter Exposition Tickets will not be sold after March 31, 1894.

North Pacific Coast Excursion Rates

An \$80 round-trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth, and Ashland, and by all eastern lines, to Seattle, Tacoma, Portland, or Victoria.

ROUTES.

Seattle, Tacoma, Portland, or Victoria tickets, good going via Pasco Junction and the Cascade Division of the Northern Pacific (enabling him to view the magnificent scenery of the Cascade Mountains and grand old Mt. Tacoma, with its glaciers and snow-crowned crest), returning via Canadian Pacific Railway to either Winnipeg or Port Arthur, or via the Soo-Pacific or Great Northern Lines to St. Paul or Minneapolis.

Tickets will be issued to Portland going via the Northern Pacific R. R., returning to any Missouri River point, without additional charge.

CONDITIONS.

All of these tickets are limited to nine months from date of sale; good, going trip, sixty days to any one of the North Pacific coast termini named, returning any time within final limit.

The usual stop-over privileges will be granted upon application to conductor, going or returning.

Excursion Rates Portland to Puget Sound Points.

In Effect May 1st to October 31st.

Alaska Rates in effect May 1st to September 30th; passengers must leave Sitka on the return trip on or before October 31st.

PORTLAND TO—

Tacoma and return.....	\$ 9.00
Seattle and return.....	10.00
Victoria and return.....	14.00
Sitka, Alaska, 1st class..	59.25

PORTLAND TO—

Sitka, Alaska, and return \$109.00

TACOMA TO—

Sitka, Alaska, 1st class..	53.00
Sitka, Alaska, and return	100.00

Meals and State-room included after leaving Port Townsend.

ALASKA EXCURSIONS—SEASON OF 1894.

The round-trip rate from St. Paul, Minneapolis, Duluth, or Ashland to Sitka, including berth and meals north of Tacoma, is \$175.

Steamers leave Tacoma from Wharf opposite N. P. R. R. Depot about 4.00 a. m., as follows:

	Leave		Due back			Leave		Due back	
	May	13	May	25		June	7	June	19
STEAMER "CITY OF TOPEKA."	June	28	June	9	STEAMER "QUEEN."	June	22	July	4
	June	12	June	24		July	8	July	20
	July	27	July	9		Aug.	22	Aug.	3
	July	12	Aug.	24		Aug.	6	Sept.	18
	Aug.	27	Aug.	8		Aug.	21	Sept.	2
	Aug.	11	Sept.	23					
	Sept.	26	Sept.	7					
	Sept.	10	Sept.	22					

The season extends from May 1 to September 30. Tickets will be limited to nine months, good going to Portland or Tacoma, sixty days, returning within final limit, the holder, however, to leave Sitka on or before Oct. 31st.

Diagrams of Alaska steamers will be found in the hands of general and district passenger agents of the Northern Pacific, who will reserve accommodations for its patrons; or parties may communicate direct with CHAS. S. FEE, General Passenger and Ticket Agent of the Northern Pacific Railroad at St. Paul.

"TO THE WESTWARD"—The Northern American Commercial Co.'s mail steamer "Crescent City" sails from Sitka for Dutch Harbor, in Behring Sea, 1,500 miles distant, every four weeks during the season. This steamer makes close connection with the Pacific Coast Steamship Company's vessel, "City of Topeka." This steamer has accommodations for 22 cabin passengers. Round trip is made in from 27 to 30 days, one week of which time is spent at Dutch Harbor, from which point a side trip is made to the Bogeslov Volcano, 40 miles distant.

Round-trip rate from Sitka, including berth and meals on boat and board and lodging at the North American Fur Trading Company's new station at Dutch Harbor, \$120.

PULLMAN SLEEPING CAR RATES.

Between StPaul orMin- neapolis and	Double Berth.	Sec- tion.	Drawing Room.	Between StPaul orMin- neapolis and	Double Berth.	Section	Draw'g Room Annex.	Draw'g Room.
Brainerd....	\$1.50	\$3.00	.....	Livingston..	\$7.00	\$14.00	\$17.00	\$26.00
Fergus Falls..	1.50	3.00	.....	Bozeman....	7.00	14.00	.....	.....
Wahpeton....	1.50	3.00	.....	Helena.....	8.00	16.00	19.50	30.00
Grand Forks..	2.50	5.00	\$9.00	Butte.....	8.00	16.00	.....	30.00
Grafton.....	3.00	6.00	10.00	Missoula...	9.00	18.00	.....	.....
Winnipeg....	3.00	6.00	10.00	Spokane....	10.50	21.00	25.50	40.00
Fargo.....	2.00	4.00	7.00	Pasco Junc..	12.00	24.00	29.00	46.00
Jamestown....	2.50	5.00	.....	Ellensburg..	13.00	26.00	.....	46.00
Bismarck....	3.00	6.00	10.00	Tacoma.....	13.50	27.00	32.50	52.00
Miles City....	5.00	10.00	18.00	Seattle.....	13.50	27.00	32.50	52.00
Billings.....	6.50	13.00	.....	Portland....	13.50	27.00	32.50	52.00

Berths for single nights can be secured at local rates, when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping-car accommodations for single nights between local stations.

BETWEEN PORTLAND AND	Double Berth.	Section.	Drawing Room.
Albany.....	\$1.50	\$ 3.00	.....
Eugene.....	2.00	4.00	\$ 7.00
Ashland.....	2.50	5.00	.....
Sacramento....	4.50	9.00	16.00
San Francisco..	5.00	10.00	18.00

SPECIAL CARS.

The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car, is called to the fact that the Northern Pacific R. R. have the Special Excursion Car "Minnewaska," designed especially for parties of the above nature.

This car is built after the plan of Pullman Sleepers (the interior is finished in ash and walnut), it being equipped with the Miller Platform and Coupler with drop floors and side gates, and Westinghouse Automatic Air Brake. It is heated by a Searle's hot-water heater, and contains drawing-room, berths, saloons (ladies' and gentlemen's), desks, kitchen, and, in fact, all the conveniences of a hotel car.

There are accommodations for fourteen persons exclusive of porters' berths. For the use of this car a charge will be made of \$30.00 per day for ten days or under, and \$25.00 per day for over ten days; this price to include the service of a porter, linen, and such equipment as usually goes with a car of this nature.

If desired, car will be provisioned, and cooks, porters, and waiters furnished at actual cost.

Fifteen full tickets will be required for transportation of special car and party of fifteen persons, or less; for more than fifteen persons, one ticket each.

Ordinary passenger coaches can not be chartered for carrying passengers; each person must be provided with a ticket. The exclusive use of a coach, however, will be given to an organized party holding 30 full tickets of the same form, bought at same time and place.

For rates and more detailed information, call on or address

CHAS. S. FEE, Gen'l Pass'r and Ticket Agent, ST. PAUL, MINN.



YELLOWSTONE NATIONAL PARK

SEASON OF 1893—JUNE 1ST TO OCT. 1ST.

EXCURSION RATES:

\$130 TICKET

On sale at St. Paul, Minneapolis, and Duluth, Minn.; Ashland, Wis., Portland, Ore., and Tacoma, Wash., May 29th to September 28th; by Eastern lines, May 28th to September 27th, covers the expenses of the round trip from St. Paul, Minneapolis, Duluth, Ashland, Portland, or Tacoma, to and through the Park, including Yellowstone Lake. This includes railroad fares, one double berth in Pullman Sleeping Car, meals in Northern Pacific Dining Cars, stage transportation through the Park, and accommodations for six and one-quarter days at the Park Association hotels.

LIMIT AND CONDITIONS OF TICKETS.

Limit of ticket forty days: i. e., good going thirty days, returning ten days. All tickets, however, must be used in the Park before October 6th.

Stop-overs will be allowed within final limit of ticket at Billings or any point east thereof, or Helena and points west, upon application to conductor, when ticket has been purchased at Portland, Seattle, or Tacoma. The return portion of ticket must be signed and stamped at Mammoth Hot Springs Hotel, and presented on main line train for return passage within one day from such date.

\$12.50 AND \$60 TICKETS

On sale at Livingston, Mont., May 31st to September 30th and at eastern and western termini from May 29th to September 28th.

The \$12.50 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs and return and one and one-quarter days' board.

The \$60 Ticket includes railroad and stage fares Livingston to Cinnabar and return, stage Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and six and one-quarter days' board at the Park Association hotels.

Limit.—Good if used between June 1st and October 6th, inclusive. No stamping of these Tickets required at any point in the Park.

A \$50 Round Trip Ticket. St. Paul, Minneapolis, Duluth, or Ashland, to Livingston and return, will be on sale, at points named, May 29th to September 28th. Limit forty days, good going thirty days, returning ten days. The return portion of ticket must be signed and stamped at Livingston and presented on east-bound train on or within one day of such date. Stop-over, upon application to conductor, allowed within limit of ticket.

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

Until further notice the Northern Pacific Railroad will sell, from St. Paul, Minneapolis, Duluth, or Ashland, round-trip excursion tickets, as follows:

To Springdale, Mont. (Hunter's Hot Springs), and return.....	\$50.00
To Bozeman, Mont. (Ferris Hot Springs), and return.....	55.00
To Helena, Mont., and return, going via N. P. R. R., returning same route or Great Northern Lines.....	60.00
To Butte, Mont., and return, going via N. P. R. R., returning same route or Great Northern Lines, or via Union Pacific direct to Missouri River, or to St. Paul, via Union Pacific Railway through Sioux City.....	60.00
To Missoula, Mont., and return.....	62.50
To Spokane, Wash., and return, going via N. P. R. R., returning same route or Great Northern Lines, or via Union Pacific Ry. to Missouri River, or through Sioux City to St. Paul....	70.00
To Medical Lake, Wash., and return	70.00

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limit 90 days, good going 40 days, returning 40 days. Limit on Springdale tickets is 40 days, good going 30 days, returning 10 days.

Stop-overs granted (upon application to conductor) at any point within limit of tickets.

LOCAL EXCURSION RATES TO SUMMER RESORTS.

EXCURSION RATES.—Tickets on sale May 1st to September 30th, good to return on or before October 31st.

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	\$ 5.25
St. Paul or Minneapolis to Battle Lake and return.....	7.50
St. Paul or Minneapolis to Fergus Falls and return.....	7.50
St. Paul or Minneapolis to Perham and return.....	7.75
St. Paul or Minneapolis to Detroit Lake and return.....	9.15
St. Paul or Minneapolis to Minnewaukan (Devil's Lake) and return.	18.65
St. Paul or Minneapolis to Winnipeg, Man., and return.....	22.50
Ashland, Wis., to Battle Lake and return.....	9.00
Ashland, Wis., to Fergus Falls and return	9.00
Ashland, Wis., to Perham and return.....	9.25
Ashland, Wis., to Detroit Lake and return.....	10.65
Ashland, Wis., to Minnewaukan and return.....	20.15
Ashland, Wis., to Winnipeg, Man., and return....	22.50
Duluth or Superior to Battle Lake and return.....	7.50
Duluth or Superior to Fergus Falls and return..	7.50
Duluth or Superior to Perham and return.....	7.75
Duluth or Superior to Detroit Lake and return.....	9.15
Duluth or Superior to Minnewaukan and return	18.65
Duluth or Superior to Winnipeg, Man., and return.....	22.50
St. Paul, Minneapolis, Duluth, Superior, or Ashland to Nelson, or Kaslo, B. C., and return.....	87.80

Tickets good going to Minnesota resorts one day (from Ashland two days), to Minnewaukan, No. Dak., and Winnipeg, Man. (Devil's Lake), two days. Return limits the same. No stop-over allowed.

To Nelson, or Kaslo, B. C., transit limits forty days in each direction, final limit ninety days. Stop-overs allowed within limits.

East-Bound Excursion Rates from Portland, Tacoma, Seattle, Victoria, and all Pacific Coast Points to St. Paul and Minneapolis.

Round-Trip Excursion Tickets good nine months, limited to sixty days going passage, good to return at any time within the final limit, are on sale between above points at the rates and via the routes named below. No extension of time or exchange of ticket will be made at Eastern terminus.

To St. Paul, returning via Northern Pacific, Soo-Pacific, or Great Northern Lines, or via Sioux City and Union Pacific direct	\$ 80.00
To St. Paul, returning via Council Bluffs, and the Union Pacific direct....	90.00
To St. Paul, returning via Council Bluffs and Ogden, San Francisco, and either Shasta Route or Steamer.....	105.00
To St. Paul, returning via Missouri River, Denver, Albuquerque, Mojave and San Francisco, and thence Shasta Route.....	105.00
To St. Paul, returning via Kansas City and Albuquerque or Deming (not via Denver), Los Angeles, San Francisco, and Shasta Route.....	106.25
To St. Paul and St. Louis, returning via either the Northern Pacific (via Wallula or Pasco), the Soo-Pacific, or Great Northern Lines, or via the Missouri River and Union Pacific direct	92.00
To St. Paul and St. Louis, returning via Ogden and San Francisco or via Denver, Albuquerque, Mojave and San Francisco	107.00
To St. Paul and St. Louis, returning via El Paso, Deming or Albuquerque (not via Denver) and Los Angeles, San Francisco and Shasta Route.....	107.00
To St. Paul and Chicago, returning via N. P., Soo-Pacific, or Great Northern Lines or via Council Bluffs or Kansas City and Union Pacific direct.....	100.00
To St. Paul and Chicago, returning via Missouri River, Ogden, San Francisco, and either Shasta Route or Steamer.....	115.00
To St. Paul and Chicago, returning via Missouri River, Denver, Albuquerque, Mojave, San Francisco, and Shasta Route	115.00
To St. Paul and Chicago, returning via Kansas City, Albuquerque or Deming (not via Denver) Los Angeles, San Francisco and Shasta Route or Steamer	115.00
To St. Paul and Chicago returning via New Orleans, El Paso, San Francisco, and either Shasta Route or Steamer.....	117.50
To St. Paul, returning from St. Louis or New Orleans, via any authorized direct route through San Francisco.....	101.00
Rates returning from St. Louis or New Orleans do not include Passage between St. Paul and that point.	

THE
NORTHERN PACIFIC
 RAILROAD
 AND
 THE COUNTRY IT TRAVERSES.

THE traveler who goes over the Northern Pacific Railroad sees some of the most picturesque, interesting, and prosperous belt of country traversed by any railroad running between the Mississippi Valley and the Pacific Coast. No region has more varied and striking scenery, more cultivated country, more towns and cities, and better opportunities for settlement and business than that tributary to this transcontinental line. For this reason the Northern Pacific is pre-eminently a favorite route to and from Pacific Coast points, for pleasure tourists, for business men, and for home-seekers.

The Northern Pacific has eastern terminals at St. Paul, Minneapolis, Duluth, Superior, and Ashland. St. Paul and Minneapolis, called the "Twin Cities" of Minnesota, are exceedingly interesting places to see, by reason of their rapid and solid growth, their stately business structures and handsome residences, their noble public edifices, their extensive industrial establishments, and their vast commercial movement. Ashland has the greatest iron ore docks in the world. At Duluth and Superior more wheat is shipped than at Chicago. The huge elevators and coal docks at these neighboring cities are objects of interest. The western terminal city of the Northern Pacific system is Tacoma, on Puget Sound, a place of marvelously rapid growth, with an immense commercial movement in wheat, coal, and lumber, and with shipping relations with all Pacific Coast ports and with the ports of China and Japan. The most imposing snow peak in America, Mount Tacoma, is in plain sight from the streets of the city. From Tacoma a Northern Pacific line runs southward to Portland, the rich and handsome commercial capital of the Columbia and Willamette Valleys. Another branch runs northward to Seattle, the prosperous commercial centre of the Middle Sound country.

Among other cities on the Northern Pacific system that present features of special interest are Fargo, the wheat metropolis of the Red River Valley; Bismarck, the capital of North Dakota; Helena, the capital of Montana, with its gold and silver mines and reduction works; Butte, where more mineral wealth is annually produced than at any other spot in the world; and Spokane, with its beautiful cataracts, forming the greatest water-power on the Pacific Coast.

AGRICULTURAL RESOURCES.

The Northern Pacific runs through two of the greatest wheat-growing regions in the world. The first is the hard-wheat belt of Northern Minnesota and North Dakota, extending from about the centre of Minnesota westward to the western boundary of North Dakota. This belt is about 500 miles long and 300 miles wide, and includes the famous Valley of the Red River of the North, which ranks for fertility with the valleys of the Volga and the Danube, in Europe. Here is produced the best wheat in the world, known as "No. 1, Hard," a variety that can be grown in no other part of the United States. This wheat contains a larger percentage of gluten than any other, and makes more flour to the bushel, and better flour. It yields from 15 to 35 bushels to the acre. The second great wheat-growing region tributary to the Northern Pacific is in Washington, where there is a stretch of rolling prairie 250 miles long by about 60 miles wide, which produces regularly from 30 to 50 bushels to the acre of a soft, white wheat, and which has never had a failure of crop. Most of this wheat goes to Liverpool by way of Tacoma. In Montana, between these two remarkable wheat regions, much wheat is grown in irrigated valleys, yielding from 30 to 60 bushels to the acre. Oats are a good crop in all the Northern Pacific country. Barley is extensively grown in Minnesota, North Dakota, and Washington, yielding from 20 to 50 bushels to the acre. The Washington barley ranks for malting purposes with that raised in California. Other crops are potatoes, which are shipped from North Dakota as far east as Chicago, and are of a quality unequalled in the East; millet, rye, onions, peas, beets, cabbages, and all other garden vegetables. In several of the rich alluvial valleys of Washington hop-growing is the chief industry, the average yield being from 1,200 to 2,000 pounds to the acre, against an average of 600 pounds in the hop districts of Wisconsin and New York. All the fruits of the

temperate zone grow in Washington, and also in some of the warm valleys of Western Montana. In North Dakota, small fruits and berries and hardy varieties of apples are grown. Dairying is becoming an important industry in Minnesota and North Dakota, and numerous creameries are in successful operation.

THE GRAZING INDUSTRY.

All of Montana except the agricultural valleys and the wooded mountain ranges, a large part of Western North Dakota, and much of the Columbia Basin, in Washington and Oregon, is essentially a grazing country, and is occupied by large herds of cattle and flocks of sheep. The principal grass is the bunch grass, which cures in the dry air of summer, and furnishes feed all winter. This grass is the most nutritious known, having, when dry, the properties of both hay and grain. Cattle fatten on it more rapidly than on the blue grass of Kentucky, or the buffalo grass of Nebraska and Colorado. Range cattle are not sheltered or looked after in winter. They run over the open country, and pick up their living on the dried, standing grass. Sheep are herded and kept in corrals during storms, but are out on the open ranges most of the winter. Nearly 100,000 head of range cattle are shipped to Eastern markets every fall by the Northern Pacific. Sheep are shipped in large numbers from Montana and Washington to St. Paul and Chicago. The raising of horses is also a growing and profitable industry. No winter care is given them, and when rounded up in the spring they are found to be as fat as if they had been stabled and well fed all winter. Eligible unoccupied locations may still be found for engaging in any branch of the stock business. It is a safe, profitable, and independent way of getting a living from the land.

PRECIOUS METALS.

Montana now leads all the States and Territories in the production of gold, silver, and copper, her annual output exceeding \$30,000,000. The principal mining camps are on the slopes of the main divide of the Rocky Mountains, near Helena and Butte, and also on the flanks of the Belt Mountains and the Bitter Root Range. The recent construction of branch railroads penetrating the mineral districts has given a new impetus to this important industry, and new mines are constantly being opened. Montana has at Marysville the greatest gold mine in the world, at Butte the greatest copper mine, and at Granite Mountain the greatest silver mine. In Northern Idaho, the Cœur d'Alene mining district, reached by a Northern Pacific branch, has come rapidly to the front as a great gold and silver region; and is only in the infancy of its development. In Washington, north of Spokane, the Colville Valley contains a number of rich silver mines; and the Okanogan country, reached from either Wilbur or Ellensburg, is rapidly developing as a silver and gold camp. Valuable ore deposits are also being opened on Lake Pend d'Oreille and the Pend d'Oreille River, and in the Kootenai country.

COAL, IRON, ETC.

Nearly all of Western North Dakota is underlaid with seams of lignite coal, which makes a valuable fuel for domestic use and for stationary steam engines. In Montana there are enormous deposits of bituminous coal on Rocky Fork, south of Billings, reached by a branch road from Laurel, on the Northern Pacific. Near Bozeman, on the main line of the Northern Pacific, coal is extensively mined. At Roslyn, Carbonado, and other points near the Cascade Division of the Northern Pacific are the most productive mines on the Pacific Coast, furnishing the railroad and the towns with fuel, and shipping large quantities to San Francisco. One mine produces coking coal exclusively; and another, gas coal. Iron ore is found at numerous points in Washington, and will soon become the basis of an important industry. Lead abounds in Montana, Idaho, and Washington. Granite, limestone, and sandstone for building purposes, are quarried in many parts of Montana; and marble has been discovered in Washington.

LUMBERING AND FISHING.

The pineries of Northern Minnesota supply a large part of the lumber used in that State, and in North Dakota, Iowa, Nebraska, and Kansas. The lumber resources of Washington are practically inexhaustible; the immense forest which envelops Puget Sound and covers the Cascade and Olympic Mountains is the finest body of timber in the world, and is estimated to contain 160,000,000,000 feet. The principal growths are fir, spruce, pine, cedar, larch, and hemlock. Lumber is shipped from Puget Sound and from the Columbia River to California, Mexico, South America, China, Japan, Australia, and New Zealand; and ship spars are sent to the navy yards of Europe. The white-fishing on Lake Superior is an important industry; and the salmon-fishing at the mouth of the Columbia River, in Oregon and Washington, is a business of such great dimensions that it supplies the whole civilized world with canned salmon.

THE SCENIC WONDERLAND.

For varied, grand, and peculiar scenery no journey of equal length compares with that over the Northern Pacific. At the eastern end of this transcontinental highway is Lake Superior, the greatest lake in the world; at its western end is the Pacific, the greatest ocean in the world; Puget Sound, the most picturesque inland sea in the world; and the Columbia River, the finest scenic river in the world. No mountains in the Alps surpass in grandeur the gigantic, solitary snow peaks of the Cascade Range. In Northern Minnesota are hundreds of small lakes as lovely as those of Scotland and Ireland. In the Bad Lands of Dakota is a singular region, where subterranean fires are still burning, and where forests have been petrified and strata of blue clay converted into red scoriæ. The Yellowstone National Park, reached by rail only by way of the Northern Pacific, is the world's wonderland, attracting tourists from every part of the civilized globe to gaze upon its surprising geysers, its boiling mud pools, its cliffs of shining black obsidian, its profound canon, where the rocks have been painted by nature with rainbow colors, and its inspiring Rocky Mountain scenery. From Tacoma, the western terminus of the Northern Pacific, steamers make the round trip to Alaska in about two weeks—a distance of over 2,000 miles. This is, beyond question, the most superb marine excursion in the world, showing to the tourist the loftiest mountain peaks of the continent, glaciers, icebergs, and beautiful land-locked bays, straits, and estuaries. The route is entirely between islands and the main land, so that, although the whole voyage is on salt water, there is no suffering from sea sickness.

A CONDENSED DESCRIPTION
OF THE

Northern Pacific Railroad Lands,

THE FREE GOVERNMENT LANDS,

And including a brief description of the belt of highly productive country traversed by the Northern Pacific Railroad from Lake Superior to Puget Sound and the Pacific Ocean.

THE region covered by the Land Grant of the Northern Pacific Railroad stretching from Lake Superior to Puget Sound, on the Pacific coast, and lying on both sides of the Northern Pacific Railroad, is generally known as the "Northern Pacific Country." It embraces portions of Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon, and presents a great variety of surface, soil, and natural productions. No portion of the United States now offers as favorable opportunities for settlement and new business enterprises. In no other section is there as much good Government land still open to homestead entry and large areas of desirable railroad lands for sale at low prices and on long time for payment. The climate is everywhere healthful and invigorating. The Northern Pacific Country offers, for the occupancy of settlers, millions of acres of rich agricultural land, immense areas of grazing land valuable for stock-raising, great tracts of fine timber land, extensive mineral districts where gold, silver, copper, and lead are profitably mined, and large deposits of coal and iron. This progressive Northwest region invites the farmer, the stock-raiser, the merchant, the lumberman, the miner, the tradesman, the professional man, the business man, the manufacturer and the capitalist.

MINNESOTA.

The Northern Pacific Railroad Company has over 1,350,000 acres of land for sale in the State of Minnesota, at prices ranging chiefly from \$4 to \$6 per acre. There is considerable Government land open for entry. For about half the distance across the State, from the head of Lake Superior, the country traversed by the road is timbered. Land can be profitably cleared here and farms opened, the nearness to the markets and the value of the timber compensating for the cost of clearing. A beautiful region of rolling prairie interspersed with oak groves and belts of hardwood timber, and dotted with numerous lakes, comes next as we travel westward. This is called the "Lake Park Region." Beyond lies the level, fertile valley of the Red River of the North, which laps over into the eastern part of North Dakota, the Red River forming the boundary line between the northern portion of Minnesota and North Dakota. The country is well adapted for wheat-raising, dairying, general farming, and farm stock-raising.

NORTH DAKOTA.

The Northern Pacific Railroad traverses North Dakota from east to west for a distance of nearly 400 miles, with numerous branches to develop the country and facilitate settlement. Its land grant embraces alternate mile square sections, for a distance of 50 miles on each side of the track, and a large part is still open for the settler's selection. The agricultural lands are sold at prices ranging chiefly from \$3 to \$6 per acre, grazing lands from \$1.25 to \$4 per acre, and on 5 years' credit to settlers. The country is rolling prairie of almost uniform fertility. Beyond the Missouri River North Dakota country is somewhat broken with buttes and low ranges of hills. There is a large quantity of very productive and desirable Government land in North Dakota open for settlement, under the homestead, pre-emption, and timber-culture laws. There are about 20,000,000 acres of Government land rated as agricultural lands, and exclusive of lands in the Indian and Military Reservations, now open for entry in the States of North and South Dakota, of which 18,000,000 acres are located in North Dakota. In the extreme western part of the State the lands are unsurpassed for grazing purposes, and there are already large herds of cattle. North Dakota is the home of the famous "No. 1 Hard" spring wheat, which makes the best flour in the world, and always commands a higher price than any other kind of wheat. It is raised in perfection in North Dakota, the climatic conditions being specially favorable to its production. The yield is from eighteen to thirty-five bushels

per acre. Oats, rye, barley, flax, and corn yield bountiful crops. All vegetables are produced, grow to large size, and are of excellent flavor. The dryness of the atmosphere makes the winters in North Dakota much more agreeable than the changeable weather and the moist atmosphere of the East. The long muddy seasons experienced in the South are not encountered in North Dakota. Cool nights and constant breezes render the summers delightful. In the autumn the mild, pleasant weather usually lasts until about the first of December.

MONTANA.

The eastern and central part of Montana is a rolling plateau, broken by mountain spurs, and well watered by numerous streams. It is pre-eminently a grazing country, being covered with the nutritious bunch-grass, which cures itself in the summer months, and furnishes feed all winter. Stock-raising and wool-growing are very profitable industries. There is still plenty of room for new herds and flocks. The fertile valleys adapted to farming and dairying invite the settler. The mining districts and cattle ranches supply a home market for grain and vegetables. Western Montana is largely covered by the numerous ranges and spurs of the Rocky Mountain system, but contains many attractive valleys, and is rich in minerals. There are extensive forests in Western Montana, belts of fine timber in Central Montana, and considerable timber scattered through Eastern Montana. The output of gold, silver, copper, and lead in 1888 was over \$40,487,266. Coal is abundant. Montana's climate is dry and bracing, and is modified by the influence of the warm "Chinook" wind. The Northern Pacific Railroad traverses the State for a distance of nearly 800 miles. Montana offers many and varied opportunities to enterprise and industry. Its magnificent mountain scenery, lovely valleys, cold, clear streams, beautiful lakes, and abundance of game, make it a delightful region for the resident, the hunter, the fisherman, and the summer tourist. In Montana the Northern Pacific Railroad Company has upwards of 19,000,000 acres of lands for sale at prices ranging chiefly from \$3 to \$5 per acre for agricultural lands, and from \$1.25 to \$2.50 per acre for grazing lands, and on 5 years' credit. There are large quantities of Government lands open for entry.

NORTHERN IDAHO.

Northern Idaho is mainly a region of mountains and forests, with small prairies and narrow valleys available for farming settlement. It contains the famous Coeur d'Alene mining region. These mines are being steadily worked, and many of them are developing to be exceedingly rich. The mineral resources of this region include quartz leads as well as placer deposits, and invite development. West of the Bitter Root and Coeur d'Alene Mountains, and bordering closely on Eastern Washington, is a rich agricultural district consisting of rolling uplands, covered with bunch grass and highly productive. The climate is mild and healthful, and the near mountains afford abundant timber for building, fencing, and fuel. The Northern Pacific Railroad Company has about 1,750,000 acres of land for sale in Northern Idaho, and there are desirable Government lands open for entry.

WASHINGTON.

This State is sometimes called the Pennsylvania of the Pacific coast, because of its varied natural resources. It possesses, like Pennsylvania, large agricultural areas, great stores of coal and iron, vast forests, and an open highway to the sea for commerce. The Cascade Mountains divide it into two natural divisions, each having distinct climatic peculiarities. The climate is notably agreeable. Eastern Washington is chiefly a plains country, well grassed, and large portions of it are highly fertile. The railroad in passing through Washington shows the traveler hardly anything of its agricultural resources, the line running for most of the distance in Eastern Washington through deep coulees, and in Western Washington through forests. The farming country lies on both sides of the track, stretching away to the south and the north. Wheat is the principal crop. All the grains and fruits of temperate latitudes flourish. In Central Washington, the Yakima Valley, through which the Cascade Division of the Northern Pacific passes, is attracting a large settlement by reason of the garden-like productiveness of its soil. Some portion of this section requires irrigation. All of it is valuable for grazing. Western Washington, comprising the Puget Sound country, is a region of dense forests and lofty, snow-clad mountains. Lumbering is the most important industry. Coal is mined in large quantities. Agriculture is carried on in numerous rich valleys running back from the Sound to the mountains. The most productive hop districts in the world lie in these valleys. Fortunes have been made from little patches of hops during the past few years. The climate of this region is very equable. The winters are rainy and very mild, the summers cool and delightful. The weather the year round closely resembles that of the south of England.

OREGON.

Oregon, like Washington, is divided into two climatic regions by the Cascade Mountains. The eastern section contains less agricultural land than Eastern Washington, and is in the main a grazing country. Horse-raising and sheep-herding are profitable industries. Much land, formerly supposed to be too dry for farming, is now producing heavy yields of wheat. In Western Oregon lies the fertile Willamette Valley, already well settled, and supporting many large towns. The wheat of all this region goes to Europe for a market by way of the ocean. The unoccupied land west of the Cascade Range, adapted for farming, is timbered land in the foot-hills.

The Northern Pacific Railroad Company has over 12,000,000 acres of land for sale in Washington and Oregon, at prices ranging chiefly from \$2.60 to \$6 per acre for agricultural lands, and from \$1.25 to \$2.50 per acre for grazing lands, and on 5 years' credit, and there are large areas of unoccupied Government lands open for settlement, and free to all. For information concerning lands in Idaho, Washington and Oregon, apply to PAUL SCHULZE, General Land Agent, Tacoma, Washington. For information concerning lands in Minnesota, North Dakota and Montana, address WM. WAUGH, General Land Agent, St. Paul, Minn.

Thomas F. Oates, Henry C. Payne, Henry C. Rouse, Receiver

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9140 M. H. H. 127 ENGRAVERS CHICAGO

NORTHERN PACIFIC R.R.



TO
MONTANA
AND THE
PACIFIC COAST.

THOMAS F. OAKES, HENRY C. PAYNE, HENRY C. ROUSE, RECEIVERS,
J. M. HANNAFORD, CHAS. S. FEE,
GEN'L TRAFFIC MANAGER, GEN'L PASS'R AND TICKET AG'T,
ST. PAUL, MINN.

Spring, 1894

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